



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

FOR SUMMER WEAR.
CREAM LUSTRES
Two Qualities
\$10.00 and \$12.50
per piece of 30 yards
ALEX. ROSS & CO.
4, DES VUEX ROAD CENTRAL.
(631)

No. 17,475. 號五十七百四千七萬一第 日八十月四年寅甲 HONGKONG, TUESDAY, MAY 12TH, 1914. 二拜禮 號二十月五年三國民華中 PRICE, \$3 PER MONTH.

KNORR'S SOUP SQUARES.
HAVE YOU NOT TASTED THEM YET?
TRY THEM TO-DAY AND YOU WILL ALWAYS BUY THEM !!!

KNORR'S SOUP SQUARES are the most useful and practical article that can be imagined. Anyone who keeps a supply of them can at any time prepare a splendid soup requiring no stock. To obtain three plates of delicious and nourishing soup all one has to do is to mix the contents of one square with water and boil it for about twenty minutes. Thus one saves time, fuel and MONEY.

F. BLACKHEAD & CO.

ICE HOUSE STREET.

Close to Kowloon Ferry Pier.

Tel. 66

Hongkong, 5th May, 1914. (495)

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 9th December, 1913. (1467)

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAKO, SHINNEW AND KAMIMADADA Collieries.

AGENTS FOR

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Cable Address for above: "IWASAKI."

Codes: A1, A.B.C. 5th Ed., Western Union.

AGENTS:—

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SINGAPORE—Messrs. BORNHOLD & Co.

GLASGOW—Messrs. A. R. BROWN, McFARLANE & Co., Ltd.

For Particulars, apply to

K. KATO, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 24th April, 1914. (614)

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 " to 10.00 " " 10 "

10.00 " to 11.00 " " 15 "

11.30 " to 12.45 p.m. " 15 "

12.45 p.m. to 1.15 " " 10 "

1.15 " to 1.45 " " 10 "

1.45 " to 2.15 " " 10 "

2.15 " to 3.00 " " 15 "

3.00 " to 4.10 " " 10 "

NIGHT CARS.

8.00 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.

Every Half-Hour.

11.00 p.m. to 11.45 p.m.

Every Quarter-Hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 " to 11.00 " " 10 "

11.45 " to 12.00 noon " 15 "

12.00 noon to 1.00 p.m. " 10 "

1.00 p.m. to 3.00 " " 10 "

3.00 " to 6.00 " " 10 "

6.00 " to 7.00 " " 15 "

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st October, 1913. (502)

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. **SAKARI MARU** and **KOBE MARU** (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.		SOUTH BOUND.	
Class	Time	Class	Time
1st Class	Shanghai 8.00 a.m. to Dairen 10.00 a.m.	1st Class	Dairen 8.00 a.m. to Shanghai 10.00 a.m.
2nd Class	Dairen 8.00 a.m. to Shanghai 10.00 a.m.	2nd Class	Shanghai 8.00 a.m. to Dairen 10.00 a.m.
3rd Class	Shanghai 8.00 a.m. to Dairen 10.00 a.m.	3rd Class	Dairen 8.00 a.m. to Shanghai 10.00 a.m.
4th Class	Dairen 8.00 a.m. to Shanghai 10.00 a.m.	4th Class	Shanghai 8.00 a.m. to Dairen 10.00 a.m.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train Berth Fee.

THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.

MUKDEN-ANTUNG LINE.—MANCHURIAN CHINA THROUGH SERVICE.

Three-Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki.

London to Tokyo in 13 days, Peking to Tokyo in 4 days.

RAILWAY HOTELS.—**YAMATO HOTEL** (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; REISENBUREAU DER HANDELS-ANSTALT LINTAS; Messrs. NORDISCHER BESEHRNAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

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FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Manchuria and Tientsin Depot, and also at Chetoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

(651)

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACWEN, FRICKEL & CO.

(338)

THERE IS MANY A CAKE ON THE MARKET,

BUT NONE LIKE "PANGANI."

30 CTS. PER PACKET.

WEISMANN, LTD.

(20)

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkins's.

DRY DOCK DEPARTMENT.—Telephone Nos. 578, 506, or 681.

NO. 1 DOCK. Docking Length 615 ft. NO. 2 DOCK. Docking Length 375 ft. NO. 3 DOCK. Docking Length 451 ft.

Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.

32 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,243 square yards, or 121 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

(712)

GAYEST TOURIST SEASON IN THE LAND OF FLOWERS.
PLUM, PEACH, CHERRY BLOSSOMS IN CONTINUED SUCCESSION.

Best Hotels to choose during a visit to JAPAN.

SANYO HOTEL.

First and ideally located rest-station at Shimonoseki for tourists coming from the West. Numerous attractions in the vicinity.

NARA HOTEL.

Japanese palace-like structure at Nara, a seat of the 8th century Capital, and close to the spots famous for cherry blossoms—Yoshino Tonomino and such like.

Both under careful administration of Imperial Government Railways.

SERVICE UNSURPASSED. TERMS MODERATE. (311)

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrado Auxiliary Machinery, Vair's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI.—Telegraphic Address: "DOCK," NAGASAKI.

Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.

No. 1 ... 510 ft. 77 ft. 26 ft.

No. 2 ... 350 ft. 53 ft. 24 ft.

No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots' speed, is always ready at short notice.

AT KOBE.—Telegraphic Address: "WADADOCK," KOBE.

Floating Docks. No. 1. 7,000 Tons. 2,000 Tons.

Lifting Power. 460 Feet. 580 Feet.

Max. Length of Ship taken in. 55 " 68 "

Max. Breadth. 22 " 26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shovel, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

28th May, 1913. (720)

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1914.

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OR

MESSRS. KELLY & WALSH, LTD.

Hongkong, 18th February, 1914.

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HONG KONG HOTEL.

Recently Refurnished and Redecorated. Large Airy Public Rooms. Electric Lighting, Lifts and Fans. Suites de Luxe. Bedrooms with European Bath and Lavatory attached. Perfect Sanitation. A LA CARTE GRILL ROOM. (22) J. H. TAGGART, Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance. One Minute's Walk from Ferry. Telephones on All Floors. Electric Lifts, Fans and Lighting. European Baths and Sanitary fittings. Hot and Cold Water System Throughout. Best of Food and Service. Hotel Launch Meets All Steamers. Telephone No. 373. Tel. Address: "Victoria." R. H. NORTH, Manager. (44)

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA. Renders Selections during TEA and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxurious, furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout, and Kitchens, Large and Comfortable Lounge, Private and Public Bars and Billiard Room, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Auxiliary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Room and Dinner, special Rates for married families on application to

FREDERICK REICHMANN,

Proprietor.

Telephone No. 197.

Telegraphic Address: "COMFORT," Hongkong.

(31)

PEAK HOTEL.

1,400 Feet Above Sea Level.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephone in Every Room, prompt connection maintained by six lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.

P. O. PEUSTER,

Manager. (1499)

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SHAMKUN-CANTON.

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SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under experienced European Supervision. GARDENS AND CHAIRS PROVIDED.

Every Information and Special Attention given to Tourists.

REASONABLE RATES.

WM. FARMER,

Proprietor. (363)

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 24th March, 1914. (442)

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1919.

Hongkong, 18th April, 1914. (558)

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CHEMISTS, DRUGGISTS AND
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THE GOVERNOR.WATSON'S
HOUSEHOLD
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FOR THE BATH, TOILET, AND
HOUSEHOLD. Used in the Bath
it promotes a healthy action of the skin
counteracts all effects of perspiration,
and is refreshing and invigorating.
It is especially useful for cleaning
Jewellery, Silver, and Plated Ware, etc.

WATSON'S

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A permanent, speedy and painless CURE for
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WATSON'S
SHAVING STICKS.

The cheapest and best in the market.
They give a free and lasting lather,
and impart a soothing feeling to the skin.
For delicate and sensitive skins they are
unequalled.

A. S. WATSON & CO.,
LIMITED.HONGKONG DISPENSARY AND
KOWLOON DISPENSARY.

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ONLY communications relating to the
news column should be addressed to THE
EDITOR.

Correspondents must forward their
names and addresses with communications
addressed to the Editor, not for
publication but as evidence of good faith.

All letters for publication should be
written on one side of paper only.
No anonymously received communications
that have already appeared in
other papers will be inserted.

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Telegraphic Address: PRESS.
Codes: A.B.O. 6th Ed. Lieber.
P.O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 104, DES VOUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 12th, 1914.

It has been very truly observed that as
an example of a Republican Constitution
the one which President YUAN SHIH-KAI
promulgated at the beginning of the present
month is probably unique, for there is
scarcely a pretence in it of safeguarding the
rights and liberties of the people. It is true
that the Constitution provides that no
person shall be arrested, imprisoned, tried or
punished, except in accordance with the
law; that the habitation of any citizen shall
not be entered or searched, except in
accordance with the law; that citizens shall
have the right of possession and protection
of property and freedom of trade, according
to law; that citizens shall have the right of
freedom of speech, of writing and publica-
tion, of meeting and association, in accord-
ance with the law; they are guaranteed also
the secrecy of correspondence, liberty of
residence and removal, freedom of religious
belief and certain other things—all "in
accordance with the law." But where are
the laws governing all these things and
who are the law-makers? What law exists,
for instance, governing the right of freedom
of speech, of writing and publication? It
is not many weeks ago that a Press Law
was promulgated restricting these rights to
such an extent as to amount practically to an
absolute denial of the freedom ostensibly
guaranteed by the Constitution. As for

the law governing the arrest, imprisonment,
trial and punishment of the citizens of the
Chinese Republic, it can only be said that
if such a law exists it has been more
honoured in the breach than the observance
since China became possessed of a written
republican constitution. The will of the
PRESIDENT is the law in Republican China.
It is true that the revised Constitution,
like the one it has replaced, provides for a
Legislature which, among other things,
shall make laws, but the PRESIDENT is
given the right of veto. When this
right is exercised the PRESIDENT is
required to state his reasons and refer the
Bill to the Legislature for further
consideration. But "if such bill
should be again passed by a two-thirds
vote of the members present at the Li Fa
Yuan (elected Chamber) and the PRESIDENT
should still be firmly of the opinion that it
would be greatly detrimental to internal
administration or diplomacy to enforce
such law, or that there will be great and
important obstacles to its enforcement, he
may withhold promulgation with the
approval of the Tsan Cheng Yuan" (which
it is expected will be a nominated Council).
Thus the real law-making authority under
the new Constitution is the PRESIDENT, who
is endowed with the powers of an autocrat.
In the Revised Constitution he is described
as the Head of the Nation having control
over the administration. The PRESIDENT is
"responsible to the citizens," though in
what manner this responsibility is to be
brought home to him there is nothing in the
Constitution to show except when he is
charged with treason. In that event the
Legislature may institute proceedings
against him in the Supreme Court on a
resolution being passed in the Chamber
when there is an attendance of not less
than four-fifths of the total member-
ship and when the resolution is supported by
three-fourths of those present. The Revised
Constitution gives the PRESIDENT authority
to convoke, suspend and close the elected
Chamber and he may even dissolve it, with
the consent and approval of the upper Chamber;
but in that case a new election must take
place and the House be again convoked within
six months. In times of emergency—and how
frequently these times arrive in China!—the
PRESIDENT without convoking the Parlia-
ment, may, with the approval of the Tsan
Cheng Yuan (the nominated Council which
we have referred to above as the upper
Chamber), issue orders having the force of
law, but in that case he is required to ask
the Li Fa Yuan for indemnification at its
next meeting. What would happen if the
Li Fa Yuan refused the indemnification is
not clear. Very likely the PRESIDENT would
then exercise his right to suspend or dissolve
the Parliament. Power is vested in the
PRESIDENT to declare war or to conclude
peace; he is given supreme control of the
Army and Navy, and it will rest with him
to decide what shall be the organisation
and strength of these forces. He has
authority to make treaties, with the limita-
tion that if territorial changes or increased
burdens on the people are involved the
approval of the Li Fa Yuan must be first
obtained; he is given practically full control
over the Budget, that is to say, the main
items of expenditure cannot be cancelled or
altered except with the approval of the
PRESIDENT. It will thus be seen that the
powers vested in the PRESIDENT are about
as wide and full as any Autocrat could
desire. A Peking telegram appearing in
our issue to-day expresses the fear that
the enormous responsibilities of his
office will cripple his efficiency, for it is
humanly impossible for any single individ-
ual to exercise effective supervision in so
many different directions. In the Revised
Constitution President YUAN SHIH-KAI has
been given all the powers he has desired,
and while most men will doubt the wisdom
of concentrating so much power and res-
ponsibility in a single individual, all can but
hope that now that he has been given a free
hand he will the more speedily restore peace
and confidence in the country which he
recognises to be essential to the prosperity
of trade and the nation's progress and
development.

Captain Toque of the P. & O. steamer
China has just completed forty years'
service with the Company.

Mr. Kwok Yik Ting, Manager of the
Canton Navigation Company, Managing
Director of the Kwangtung Electric
Power Company, and Manager of the
Tung Chung Coal Company, Ltd., died
at No. 73, Wyndham Street, on Sunday.

The police have received a report from
49, Hollywood Road that on Sunday
morning someone stole from a bed-room
a quantity of silverware and a silver
hand mirror, valued at \$107. The police
recovered all of the property, some of
it being found on the roof.

The hippodrome, circus and menagerie
opened at Causeway Bay last evening,
attracting a large audience. The pro-
gramme was thoroughly entertaining,
including turns which were remarkable
and novel. An account of the exhibition
will appear in to-morrow's issue.

A number of Indians failed in an
attempt to rob a matchbox at Lyman on
Saturday. The owner of the matchbox
heard steps approaching, and then saw
the door burst open. Several folks in the
shed jumped up, and the Indians threw
stones at them. The noise alarmed a son
of the matchbox owner and he blew a police
whistle. The would-be robbers then ran
away.

THE "TAI ON" PIRACY RELIEF
FUND.

Mr. W. A. Dowley, hon. treasurer,
acknowledges receipt of the following
further subscriptions to the above
fund:

British-American Tobacco Co. Ltd.	\$100.00
R. D. Harvey	25.00
Hon. Mr. Lau Chu Pak	25.00
Yuan Ying Sang	25.00
Li Po Kwei	25.00
Chan Kai Ming	25.00
Ho Fook	25.00
Chan Ha	25.00
Fung Ping Sang	25.00
Wong Lu Tung	25.00
Ho Kom Tong	25.00
Chan Kan Yue	25.00
Chau Siu Ki	25.00
Li Yau Chuen	25.00
Ng Hon Tsz	25.00
Sin Tak Fan	25.00
Chan Lok Chuen	25.00
Anonymous	25.00
R. Shewan	25.00
Colonel Hes	10.00
Ip Lan Chuen	5.00
H. A. A.	3.00

FORGED THEATRE TICKETS.

At the Magistracy yesterday a Chinese
was charged with obtaining money by
false pretences. Mr. C. F. Mason, who
prosecuted, told the Magistrate that the
complainant was the lessee of a matched
theatre which was erected for a few days
at Yau-mat, and he had the right to let
out the seating accommodation of the
theatre. He printed a large number of
tickets, and on the night of the 1st May
on going through the tickets which had
been collected at the door a number of
forged tickets were discovered. A watch
was kept, and on the following night two
men presented forged tickets at the door.
They were questioned by the doorkeeper
as to where they obtained them, and both
men pointed out the defendant as the man
who sold them. He was thereupon
arrested. The tickets were sold at 10
cents each, the two men buying 13 between
them, whereas the proper price was 15
cents, which must have been well-known.
Defendant said that the tickets were given
to him by a friend, who was an earth
cooler, and he did not know that they were
false. He called as witness a work-mate,
who stated that defendant was a good
man, and his Worship then discharged
him, taking the view that he had been
victimised.

HONGKONG CONTRIBUTION TO
DR. BARNARDO'S HOME.

Dr. Barnardo's Home for 16 years past
has received a cheque and a box of cloth-
ing, etc., made during Lent by ladies
in Hongkong. All those who so kindly
helped this year will be interested to hear
that the donations and the proceeds of
the sale of work amounted to £35.10. A
cheque for that amount and a box of
clothing, etc., has been sent home.

SANITARY INSPECTOR DIES
AT SEA.

Sanitary Inspector D. J. O'Halloran,
who left Hongkong a few days since for
Home leave, died on the P. & O. steamer
mediata boat Nubia, some time before the
vessel reached Singapore, from heart
disease. He was appointed a Second-
class Sanitary Inspector in November,
1906.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]
THE DANISH ROYAL VISIT TO
ENGLAND.

"THE CLOSENESS OF FAMILY TIES."
LONDON, May 11th.
Queen Alexandra presided at a banquet
to the King and Queen of Denmark,
Prince Christian being on Her Majesty's
right and King George on the left.
Prince Christian was wearing the Order
of the Garter, which King George had
privately conferred upon him.

King George and Prince Christian, in
proposing toasts, dwelt on the closeness
of the family ties and the commercial
intercourse of the nations.

CHRISTENING OF BRUNSWICK'S
HEIR.

BRUNSWICK, May 11th.
The Kaiser and Kaiserin and family
attended the christening of the grandson
of the Emperor. The Kaiser, in the
course of a speech, hoped that the Prince
in course of time would work in the
Council of German Princes for the
greatness of the Fatherland, and that he
would be a firm support to the Protestant
faith.

THE HOME RULE QUESTION.

NATIONALISTS HAVE GRAVE MISGIVINGS.
LONDON, May 11th.

Despite the denial by Mr. Redmond
that no such document was presented to
him, and that no representations were
made to him, the *Morning Post* persists
in declaring that 65 Nationalists drafted
an ultimatum for him, repudiating
further concessions to Ulster and
threatening to withhold their support of
the Government. The *Morning Post's*
informant intimates that the Government
contemplates introducing an amending
Bill after the passage of the Home Rule
Bill, extending the period of the exclusion
of Ulster beyond six years.

The Nationalists view the trend of
events with the gravest misgiving.

THE TURMOIL IN MEXICO.

FOREIGNERS ARRESTED AND RELEASED.
VERA CRUZ, May 11th.

Two English and two American corres-
pondents were arrested on arriving at
Mexico City from Vera Cruz, and were
placed in gaol.

New York, May 11th.
One of the Americans arrested at
Mexico City was correspondent of the
Associated Press. He has been released.

The two Englishmen were also imme-
diately released, and the officer who had
ordered their arrest was reprimanded.

THE DISASTROUS EARTHQUAKE
IN SICILY.

CATANIA, May 11th.
It is officially announced that the
earthquake destroyed the villages of
Lincara, Zerbati, Passapomo, and Pennisi,
and caused serious damage in Santa
Venerina, Santa Maria, Ammalati,
Guardia, and Bongiarlo. At Lincara 49
bodies have been recovered, and 60 are
still buried. Eleven bodies have been
recovered elsewhere. Altogether there
are 140 injured persons.

LATER.
According to the latest reports, about
200 people were killed and 300 to
400 injured as the result of the Sicilian
earthquake.

RUSSIA'S NEW TARIFFS.

ST. PETERSBURG, May 11th.
The Council of Empire has adopted
the Bill imposing a duty of thirty
kopecks per pood on grain, peas, and
beans. The Government Representative
hinted at the possibility of circumstances
arising necessitating an increase in the
duties on flour. Discussion of the
question at the present moment, however,
was inopportune.

NOTORIOUS MOROCCAN
PRETENDER DEAD.

UDJA, May 11th.
It is reported that the notorious
Pretender El Roghi died of wounds
received in the fight with the French at
the end last month.

OBITUARY.

LONDON, May 11th.
The death is announced of Sir William
Alexander Smith, the founder of the
Boys' Brigade.

[The deceased entered the 1st Lancashire
Rifle Volunteers in 1874, retiring as Hon.
Colonel in 1908 (V.D.). He founded the Boys'
Brigade in 1883. Many sections of Boys'
Brigades are still in existence at Home,
though the majority have now become
merged into the Boy Scouts movement.]

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]
THE JAPANESE NAVAL
SCANDAL.

THREE ADMIRALS BEFORE THE
COURT-MARTIAL.
Tokyo, May 11th.

The former Ministers, Admirals
Yamamoto and Saito, of the Reserve, and
Admiral Takarabe, on the waiting list of
officers, charged in connection with the
bribery allegations concerning the Navy,
are now before the Court-martial.

["DER OSTASIATISCHER LLOYD" SERVICE.]
CHINA SERVICE.

THE PRESIDENT'S
RESPONSIBILITY.

PEKING, May 11th.

A Presidential Edict directs the forma-
tion of a Bureau of the supreme com-
manders of the Army and Navy, hitherto
united with the Military Cabinet, but
which is to be joined to the President's
Office in the future. It is to consist of
the Chief of the General Staff, the
Minister for War and the Minister of the
Navy and such officers as the President
specially appoints. Hence it appears
that not only are the Foreign and
Financial Affairs but those affecting the
Army and the Navy to be controlled
directly by the President, while the
respective Ministers will be mere executive
officers of administration. This leads to
the fear that the President will soon
become crippled by being over-burdened
with excessive responsibility.

General Yin Chang has been appointed
Chief of the Military Office.

ALLEGED ESCAPE FROM CUSTODY.

PEKING, May 11th.
The Peking *Jih Pao* reports that a
Japanese at Mukden was arrested while
in possession of 240 bombs, but has
escaped from police custody.

THE CONSTITUTION COMMITTEE.

PEKING, May 11th.
The Constitution Committee to-day
began deliberating on the organisation of
the Tsan Cheng Yuan (the Upper
Chamber); this completed, the Tsan
Cheng Yuan is to appoint at once a
sub-committee of ten members for the
framing of the final Constitution.

EUROPEAN SERVICE.

HUERTA FORBIDS TRADE WITH
THE UNITED STATES.

BERLIN, May 10th.
Huerta has issued a decree forbidding
all trade relations whatever with the
United States. No American ship will
be allowed to enter Mexican ports and
all merchandise arriving from America
is liable to seizure by the legal courts.

RUMOURS REGARDING THE
EX-KING OF PORTUGAL.

BERLIN, May 10th.
The rumours of King Manoel's intended
divorce from his consort are denied.

FOG SIGNALS AT SEA.

APPARATUS TO FIND DIRECTION OF SOUND.

A Glasgow man has invented an
apparatus which should assist shipmasters
considerably in the difficult task of
deciding the direction from which a
signal comes in times of fog. Everyone
who has been at sea in a fog knows that,
while a signal may be heard quite
distinctly, it is extremely difficult to say
exactly the direction from which it comes.
The inventor, a solicitor who specialises
in shipping law, has, says *Fairplay*, been
giving demonstrations of a "producer" and
"receiver," which seem to get over the
difficulty. The producer sends forth
into the fog a certain "loud, high-pitched
hissing sound."

The receiver, which is fixed on the deck
of the other ship, is turned round through
those points of the compass from which
the sound seems to come. When it reaches
"the point of maximum intensity," that is,
presumably, when the hissing sound is
striking it directly, a spring is released
—by the "maximum intensity," no doubt
—and a pointer indicates on a compass
dial the exact direction from which the
sound is coming. This seems all right,
and it is to be hoped that the idea will
receive every possible chance to prove that
it has a distinct field of usefulness. Its
great shortcoming is, it seems, that a
special "producer" is required. If
Mr. Smith can design a "receiver" that
will "localise" any sound, no matter
how sent out, he will have made his
invention essential to all ships. But so
long as he can only receive specially
produced sounds, the usefulness of his
invention is limited to communication
with ships which carry his own
"producer."

FIRE INSURANCE IN INDIA.

The *Financial Times* states that Lloyds
underwriters have been so badly hit by
the fires in Bombay and Calcutta that
they are considering drastic proposals
for protection against a recurrence of
heavy Indian fire claims. At a recent
monthly meeting of the Underwriters
Association, it was proposed to seek the
support of Insurance Companies for the
purpose of arranging the elimination of
all land fire risks on Indian produce
insured under marine policies, special
regard being paid to jute deposited in
a warehouse prior to shipment. It is
probable that the scheme will ultimately
be extended to all marine policies.

COMPANY MEETING.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

An extraordinary general meeting of
the above was held at the head offices, No.
3, Queen's Road Central yesterday. The
Hon. Mr. E. Shellim presided, and those
also present were:—Messrs. J. W. C.
Bonnar, R. Shewan and W. L. Pattenden
(Directors); J. A. Plummer, Leung Yan
Po, K. Gazdar, A. H. M. da Silva, F.
Smyth, T. G. Weall, D. Clark, and Chan
Pat (shareholders), with Mr. C. Penber-
ton (Secretary).

The Secretary read the notice convening
the meeting, after which

The CHAIRMAN said:—Gentlemen,—As
you are aware, the sole purpose of this
meeting is to confirm the Special Resolution
passed at the extraordinary meeting held
on 23rd April, 1914. As at the previous
meeting, we will first take the sense of
the meeting by a show of hands and then
by poll. I will now move that the resolu-
tion, which is as follows, be
confirmed:—

"That the Memorandum and Articles
of Association of the Company be
respectively extended, altered, and
amended so as to read as shown in the
print signed for the purpose of identifica-
tion by the Chairman of this meeting and
that such extended, altered and amended
Memorandum and Articles of Association be
henceforth adopted as the Memorandum
and Articles of Association of the Com-
pany to the exclusion of those hereto-
fore prevailing."

Mr. PLUMMER seconded, and the resolu-
tion was then put to the meeting and
carried.

The CHAIRMAN then announced that it
was necessary for a poll to be taken by
ballot, and requested all shareholders
present to fill up and sign the voting
papers.

The poll was then taken, after which
the CHAIRMAN stated that the votes of
215 shareholders, representing 9,882
shares, had been given in favour of the
resolution, which he declared carried.

This was all the business, and the meet-
ing then terminated.

ROYAL HONGKONG GOLF CLUB.

The following information is given in
the annual report:—

During the year 117 resident members
joined the Club—the membership now
standing as follows:—

Resident members	425
Subscribers	125
	550

The Championship for 1913 played over
Fan Ling for the first time was won by
Mr. Jasper Clark who defeated Mr. J. H.
T. McMurtrie in the final.

The Captain's Cup for 1913, presented
by Mr. E. J. Grist, was won by Mr. J.
B. Thomson.

The Professional Pairs Competition
was won by Mr. A. H. G. Jackson and
Mr. A. H. Crow.

The following members served on the
Committee during the year:—Mr. E. J.
Grist (Captain), Lieut. Surgeon R. S.
Spencer Bernard, Messrs. K. M. Cum-
ming (Hon. Sec.), C. H. Gale, E. R.
Hallifax, R. O. Hutchinson, J. H. T.
McMurtrie and Lieut.-Col. Radcliffe.

The following members have been Club
prize-winners during the year:—

HAPPY VALLEY COMPETITIONS.
McEwan Cup.—March, F. Bevington;
June, A. Temperley; September, Captain
J. D. Saxton; December, J. Clark.

Beavis Cup.—March, F. Bevington;
June, H. W. Lester; September, A. H.
G. Jackson; December, C. C. Clarke.

Captain's Cup.—January, Dr. Grone;
February, J. B. Thomson; March, C. O.
Clark; April, Captain P. Spier; May,
Lieut. F. E. Milner-Jones; June, A. H.
Crow; July, Captain C. A. James;
August, A. C. Davidson; September,
Richard Hancock; October, Captain P.
D. Saxton; November, S. H. Dodwell;
December, A. H. G. Jackson.

FAIR LING COMPETITIONS.
The following members qualified to play
for the Cup kindly presented by Mr.
H. W. Robertson—victory ultimately
going to Mr. C. A. Peel.

January.....Lieut. H. G. Bagnall.
February.....Mr. A. Mackenzie.
March.....Mr. A. R. Austin.
April.....Rev. W. H. H. Pegg.
May.....Mr. S. H. Dutton.
June.....Mr. J. Owen Hughes.
July.....Mr. J. W. C. Bonnar.
August.....No Cards.
September.....Major Pritchard.
October.....Mr. P. Tester.
November.....No Cards.
December.....Mr. C. A. Peel.

A Running Fool (monthly) was held
throughout the year.

In the November Holidays an Insur-
ance Cup was presented which was won
by Mr. T. W. Hill after a tie with Mr.
H. W. Lester.

PARIS LETTER.

(FROM OUR OWN CORRESPONDENT.)

PARIS, April 17th.

THE BRITISH ROYAL VISIT.

May the present summer-like weather continue all next week and longer is the fervent prayer of Parisians. Easter this year was an ideal holiday. If we are favoured with similar weather conditions next week the French capital will be the rendezvous of the world. The elaborate preparations made in every direction for the reception of King George and Queen Mary on Tuesday next and three following days indicate and prove beyond doubt the sincerity of the hospitable Parisians. Nothing could be more unfortunate than a shower of rain, which would quickly spoil the many beautiful decorations which have cost so much and entailed so much skilful workmanship. Nothing has been left undone to ensure a right royal welcome. Queen Mary will find Mme. Poincaré a most charming hostess as well as a talented companion during her stay, and both distinguished ladies are certain to cultivate an affection for one another. It does not follow that because France is a Republican country she is not in a position to entertain Royalty on a lavish scale. Her Royal and Imperial resources are the envy of the world. The King and Queen's rooms at the Ministry of Foreign Affairs have been most magnificently furnished after the glorious Imperial style, with a few Royal emblems to add to the éclat. The splendours of the Royal rooms testify to the historic and priceless riches of the Republic, most of which have been used on the present occasion. A note of crude modernity is struck by the telephone on the desk of Napoleon I., through which King George can talk to London. The greatest care is taken of the Gobelin tapestries, and other beautiful works of art once the property of the "Sun" King, Louis XIV., and Napoleon I. The Royal and Imperial furniture is every bit as good to-day as they were years ago. Unlike the wives of former French Presidents of the Republic, Mme. Poincaré is an elegant mondaine, the true type of Parisienne, active and alert and keenly interested in her semi-official Presidential duties—her husband's right hand. Former "Presidentes" were on the contrary domesticated women who emerged seldom and then with reluctance from their voluntary seclusion. Wherever the Queen goes she will be accompanied by Mme. Poincaré, just in the same way as King George will be by her husband from the time of their Majesties' arrival at the Porte Dauphine station until their departure. French will be the only language spoken throughout the visit. Taking pattern after his late father, King George will call on ex-President Loubet and ex-President Fallières. On the eve of the arrival of their Majesties—April 20th—a banquet will be given at the Hotel Ritz by French newspaper proprietors and editors to their English confrères in Paris. Among those present at this very courteous "feast of reason and flow of soul" will be the French newspaper proprietors, representatives of the important institutes of journalists, representatives of the Ministry for Foreign Affairs and the British Embassy, and the special correspondents of the great English newspapers. An important speech of welcome to the British Press will be made by M. Jean Dupuy, Senator, and editor-proprietor of the *Petit Parisien*, who is also an ex-Minister, and President of the association of Paris newspaper proprietors. There will be a brilliant Entente gathering at the Elysée. Two hundred and forty guests will be present at the State banquet at the Elysée given by President Poincaré in honour of the King and Queen next Tuesday evening. The speeches on this occasion will be formal ones; it is only on the eve of the departure of their Majesties, when they attend a banquet at the Quai d'Orsay, that important political speeches will be made.

The French are delighted at the thought that the visit of King George to Paris is to be followed by a visit of the Czar to London in the autumn after President Poincaré has called on the Czar at St. Petersburg. Much political significance is attached to these visits, which will not fail to bring out into greater prominence the work and meaning of the Triple Entente. While all three countries—Great Britain, France and Russia—understand one another so well, there is really no need to transform the Triple Entente into a Triple Alliance, thus annoying Germany and her Allies more than what they are already.

THE FRENCH AND MEXICO.

Nothing will bring Huerta and General Villa of Mexico to their senses more than a sound thrashing. Everyone here hoped that the United States would have inflicted chastisement, and regret is expressed that the tension between

America and Mexico has ended in "comedy" at the last moment, in consequence of Huerta's decision to salute the Stars and Stripes on condition that a similar salute is paid to the Mexican flag. This having been agreed to by the United States, there will be no war between the two countries after all. Sooner or later Mexico will pass into the hands of the Americans for all that, and the sooner the better for the sake of victimised European settlers, and the pacification of Mexico. Sanguinary conflicts will continue between the Federalists and the rebels until one or the other is exterminated, and it is a great pity that General Villa is allowed to do so much as he likes. Huerta does not mind, for he is himself a protégé of Uncle Sam.

PARIS "HAM FAIR."

The annual "Foire au Jambon," or Paris "Ham Fair," which succeeds the equally popular "Gingerbread Fair," has lost none of its attractions, to judge by the large number of people that again flocked to the place this year. The "Ham Fair" is but a small affair compared with the "Foire au Pain d'Epice" or Gingerbread Fair. Only half the site is occupied with stalls selling hams, sausages, and other pork-delicacies, the remainder is taken over by "merchants" of old iron, old implements and tools, curios, etc. Thousands of bargains are to be had at such time often for a mere trifle.

THE RIDICULOUS BOXING MATCH.

It was downright absurd, to match Mr. George Mitchell, the amateur heavyweight boxing champion of the North of England, against Georges Carpentier, the French champion, and the result was a foregone conclusion. Having foolishly listened to his friends, Mr. Mitchell agreed to fight M. Carpentier, feeling confident that he would stand longer than did Wells in front of him. Having said "Yes," Mr. Mitchell did not care to say "No." A boxing saloon in the Rue Pontoise was chosen wherein to fight; the latter was to have been for six rounds of three minutes each, but at the end of 1min. 35secs., Mr. Mitchell lay stretched prone on the ground. In spite of his crushing defeat from the first, and repeated cries of "Enough!" "Enough!" "He'll kill him!" from English and French throats, Mr. Mitchell pluckily rose again before the count of "Ten," but he would not be allowed to resume the fight. It was all over in 95 seconds, but during that time Carpentier had horribly marked his antagonist. One of Mr. Mitchell's eyes was closed and his lips were cut; as for Carpentier, he looked as cool as a cucumber, and in no way upset. The combatants afterwards had champagne together. In spite of his bitter experience Mr. Mitchell felt quite satisfied with the fight which nearly cost him his life. He won his bet, for he endured the society of Carpentier 30 seconds longer than did Wells—a great credit to British pluck. Mr. Mitchell was given two "lovely black eyes" as a souvenir, which he took to Yorkshire, where he had to face worse trouble—a father's anger—before which Carpentier's sledgehammer blows were nothing. Mr. Mitchell is now ready to meet the French champion in a wrestling match, declaring he can beat him at that.

THE PARIS SALON.

Discretion is the best part of valour. At the end of the present month, the Salon or Picture Show opens in Paris, to which as usual artists and sculptors of all nationalities contribute, or rather submit, their *chef-d'œuvre* for approval. Herr Repner, a Berlin sculptor, has placed M. Antonin Mercie, President of the Society of French Artists, in an awkward predicament, by announcing that he proposes this year to send the bust of the German Emperor! The matter has been referred to the Committee of the Society; the latter are not unanimous in opinion. M. Jules Cottan, a well-known French sculptor, is at the head of those who are opposed to the Kaiser's bust being exhibited, fearing that it may lead to unpleasantness on the part of the public. The German sculptor, Herr Repner, being *hors concours*, or not a competitor, is entitled to send what he likes. He has been asked to send something else, and his reply is anxiously awaited.

JAPANESE PROJECTS IN ARGENTINA.

In the *Board of Trade Journal*, the British Minister at Buenos Aires reports that, according to the Journal of the Argentine Ministry of Agriculture, application has been received from the Japanese Latin-America Society for permission to carry on agriculture in Argentina. The society would try the cultivation of the tea plant, the mulberry (for breeding silk-worms) and the rice plant. It is further announced that the society would erect mills for cleaning and treating rice, factories for preparing tea and making receptacles for that commodity. The society has applied for Government land in the National Territories, and the Director of Rural Economy has recommended the granting of the application.

CHINA ASSOCIATION.

EXTRACTS FROM THE ANNUAL REPORT.

The annual report of the China Association for the year 1913-14 has just been issued. It contains an interesting résumé of the various matters which have occupied the attention of the Committee during the period named, together with a report of the speeches at the annual dinner, held on October 20th last year. The proceedings at a number of the Committee meetings have already been published briefly from time to time but the full report now before us amplifies and explains the information thus given, and enables us as a whole. The earlier part of the report is taken up with an excellent review of political events in China from the time of the mutiny at Wuchang in 1911 to the present day, when we find the Chinese Republic without a Parliament, and all power concentrated in the hands of Yuan Shih-kai as absolute ruler. The report proceeds—

THE SITUATION IN CHINA.

A cynical observer might sum up the situation by saying that after having gone through the whole cycle of changes from absolutism to extreme democracy, and from democracy back to a dictatorship, they had completed the circle and were now back to the original starting point. But we do not take that view. China has at last been awakened from the lethargy of ages, and things can never be as they were. A regeneration process has been started by which we believe a new and enlightened China will in time take the place of the old. But we venture to think it will not be brought about by any further revolution. The country has had enough of that. All classes have learned a lesson. Young China has been taught that it cannot force the pace, and old China realises that it must keep moving. For the time being the paramount necessity of a strong man to keep the peace has been satisfied. But there are two points of weakness in Yuan Shih-kai's otherwise strong rule. The first of minor importance is that there is no provision for a successor in the event of his demise without the turmoil of a popular election. The second, which is much more serious, is the want of money. We deal with the finance question in a subsequent section, but we may here say that the Government seem to be living daily from hand to mouth, and if soldiers pay be allowed to fall in arrears there may be military outbreaks with disastrous consequences. It is incumbent on the Powers interested, as far as possible, to see that that does not happen. If it is impossible to float the balance of the reorganisation loan, at least a moratorium might be granted for the Boxer Indemnity secured on the Customs, so that the money might be set free for the special purpose of paying such troops as are indispensable for keeping the peace and putting down brigandage. In time no doubt China can pay her way, even with the new indebtedness which has been piled up, but for the present the Powers will be required before that consummation can be reached.

RAILWAYS.

As evidence, we hope, of the enlightened and progressive character of Yuan Shih-kai's Government, it may be stated that five railway concessions have been granted in the past six months than in the previous ten years. It is true that an undue proportion of the mileage has gone to foreign syndicates, but there need be no jealousy about that. There is still ample scope for any number of lines in the Yangtze and Southern provinces; enough to keep English engineers and manufacturers employed for the next twenty years, and all of a more remunerative character than some of the Western lines projected by Belgian and French interests. Since the dissolution of the Consortium for industrial means, there has been a tendency to revert to the spheres of influence policy in the matter of railways, and it may be hoped that steps will be taken by our own Government to see that the Yangtze Valley is better earmarked for British industry than it has hitherto been. Another satisfactory feature is to be noted, and that is that the Central Government seem to have now overcome provincial opposition to National Railways. Thus the Hunan and Hupeh local companies constructed by them and the sections incorporated in the trunk line from Hankow to Canton, Szechuan province, where it will be remembered the revolt first broke out over this very question, has also given way. Not less important is the Kiangsu Railway Company, which for a long time blocked the British Shanghai-Hankow-Ningpo contract. That company has now been bought out, and it is expected that the Chekiang company will follow suit. This will make the whole railway from Shanghai to Ningpo a British line, and it will be connected with the Shanghai-Nanking line by a short line *en route* Shanghai City to the north of the Yangtze, a line from Pukow to Kinyang (on the Peking-Hankow line) has been contracted for, and will be built by British engineers. This line will give through connection between Shanghai and Hankow, except for a break at the crossing of the river at Nanking.

FINANCE.

Finance continues, and it is feared will long continue, to be the weak spot in Yuan Shih-kai's Government. The 50 or 60 millions estimated by Tang Shao-yi in 1912 to be required for reorganisation purposes proves, as events have shown, to be none too much. The first 25 millions of this was issued in April, 1913, by the Quintuple Banks, yielding net of this Chinese Government 21 millions. Of this 12 millions were at once absorbed in paying outstanding foreign obligations; the balance of 9 millions have gone in current expenditure and in the extra war expenses necessitated by the revolt of 1913. Nothing so far has been done to reform the currency, or to redeem the irregular Provincial Note issues, estimated by the Ministry of Finance to amount to 20 millions sterling. Further Treasury Bills and other short term notes to the extent of another 11 millions are falling due or are overdue, and no provision is made to meet them. The need therefore of a second issue of the

reorganisation loan of at least 25 or 30 millions is urgent. Tentative negotiations with the Quintuple Group are reported to have been going on, but it is evident that serious difficulties are in the way. There is first the diminished credit of China, as shown by the fall of existing securities; and, secondly, the fact that China at present has nothing tangible to offer as security. But if the Quintuple negotiations fall through the situation will demand the serious attention of those Governments most interested in the trade of China, and more particularly of our own. The position is no longer what it was in the critical months after the rebellion, when the Powers refused to assist the tottering Manchukuo Government. Yuan Shih-kai's Government is, by general consent, the only possible Government. All that is needed is to supply sufficient funds to keep it going till such time as the recuperative power of China under reformed methods of administration is able to assert itself. The alternative is military outbreaks, general brigandage, destruction of trade, and an indefinite set back all round.

BRIGHT SPOTS ON THE HORIZON.

There are, however, some bright spots on the horizon showing that the recuperative power and reformed methods are already beginning to tell. Chief among these is the progress made by Sir Richard Dane in the organisation of the Salt Gabelle. Although only two of the salt-producing areas have as yet been taken in hand, namely, the Chihli or Changlu area, and the Kiangsu or Hwai area, the returns for this year are likely to be sufficient to meet the interest on the present issue of the reorganisation loan, with something over. The Customs revenue for 1913 shows an improvement over 1912 of some 1,400,000, and if the tariff were to be raised to an effective 5 per cent as it ought to be, and no doubt will be, there will be a further yield of about 1,000,000 sterling. The opportunity should at the same time be taken to abolish the anomalies of reduced duties on land frontier trade, at least at all places where there is a railway into China. This would give a further considerable addition to the Customs revenue. And lastly, it may be noted that considerable contributions are beginning to come in from the provinces. They are small indeed as compared with the sums which the Manchukuo Government used to receive, but the fact shows that Yuan Shih-kai's authority is now recognised, and better things may follow as the provinces recover from the effects of the Revolution.

Another satisfactory feature is the improved railway earnings, more especially on the recently-constructed lines, as, for instance, the Shanghai-Nanking and the Tientsin-Pukow. REVISION OF TARIFFS. Although we have no official information, it is understood that steps are being taken to revise the Customs Tariff so as to bring the duties up to an effective 5 per cent. To this no objection can be offered, and it is hoped that the opportunity will be taken to remove anomalies such as the Antung reduced rates. It may be assumed that the original reason for allowing a reduction of duties on foreign trade was that such trade caused by expensive caravan routes and needed encouragement if it was to come at all, but now that entrance into China is by railway on the three chief frontiers, viz., Russia, Korea, and Tongking, the reason ceases to operate, and the larger the trade, the greater the anomaly and the greater the loss to the Customs revenue.

BRITISH RIGHTS IN THE YANGTZE VALLEY. Arising out of information supplied by the Tientsin Branch, the opportunity was taken to address the Foreign Office, pointing out that British industry was being excluded from certain areas in China in which Foreign Powers by Convention or by alleging special rights claimed a privileged position in respect to railways, mining, or industrial contracts. This association, as is known, has consistently stood for the policy of the open door and equal opportunity, but in view of certain facts set out the Committee were constrained to urge that if the open door could not be maintained all round, it was incumbent on His Majesty's Government to see that the Yangtze Valley which had so long been spoken of as the British sphere of influence should in effect be formally recognised as such. From a reply made in the House of Commons on March 9th, it would appear that steps have been taken in this direction.

Among the matters which have more particularly occupied the attention of the Committee during the year may be mentioned the extension of the Shanghai Settlements and Mixed Court. With regard to the former a Special Committee has been set up to examine and report on the question. Concerning the latter the report states: "The Foreign Community are in the happy position of being in possession and so are able to make a bargain. While it may be conceded that the right to appoint magistrates vests in the Chinese authorities, yet the Executive in the settlements is in fact the Foreign Police, and we may safely assume that the reforms introduced during the interregnum will be fully maintained. The opportunity is now presented of having a comprehensive settlement of the Mixed Court, Chinese extension and Native Law Office, the latter being the Office which controls the frequently given cause for complaint."

With regard to the question of the registration of companies at Shanghai, notable progress towards a settlement of this long outstanding question was made during the year, and a satisfactory conclusion, it is confidently believed, may shortly be expected. The progress made by Hongkong University during the year has been remarkable and must, says the report, give cause for no little satisfaction to the Colony and to the Council.

The renewed vigour displayed by the Hongkong Branch during the present year has been noted with pleasure by the Committee. They also welcomed with satisfaction the formation of a branch at Hankow.

The Association noted with gratification the honour bestowed by His Majesty upon Sir Charles Addis, to whom it offers hearty congratulations.

The report notes that no satisfactory steps have as yet been taken for the establishment of a parcel post from London to China via the Siberian route. The attention of the Foreign Office has also been called to the fact that whereas France, Germany, Japan and Russia maintain their own post office in Peking, England alone of the Great Powers has none. The report adds: "The establishment of a British Post Office at Peking is advocated not so much on grounds of economy as on that of security of correspondence; and, we may add, the dignity of the nation. It is not consistent with the importance of our interests that British subjects should be beholden to the services of a Post Office subsidised by a Foreign Power."

"The attention of the Committee was called to the fact that by a Convention between China and Japan in May a reduction of Customs duty was granted on merchandise entering or leaving Manchuria by the railway at Antung. Several of our correspondents pointed out that this reduction would give a serious preference to Japanese goods as against British goods coming by sea. Accordingly we addressed a protest to the Foreign Office, giving detailed reasons for our objections. The reply intimated that the matter was occupying the attention of His Majesty's Government."

CHINESE RELATIONS WITH MONGOLIA.

According to a telegram to St. Petersburg from Tientsin on April 17th, in the *Russkoe Slovo*, the Mongolian province of Barga is negotiating with Yuan Shih-kai for the resumption by the province of allegiance to China on condition that no Chinese troops are used to garrison the district. Barga does not come within the scope of the Russo-Chinese treaty dealing with Outer Mongolia.

ANOTHER DISASTROUS FIRE AT BANGKOK.

Bangkok papers to hand by yesterday's mail report another disastrous fire in that city. It broke out on April 22nd at Bantawan opposite the Bangkok Dock. Fanned by a strong breeze the flames spread with incredible rapidity, and soon the whole corner premises at the junction of Bangrak and Poh Yome-road were a blazing mass. At first one could stand on the Poh Yome bridge, on New-road and watch the flames, but the sirocco-like wind drove the spectators up nearer the market. The flames were accompanied by huge rolling clouds of black smoke through which the sun shone strangely red. The fire was got under control after nearly five hours steady fighting. In addition to the many shophouses destroyed, two markets, one gambling house and a rice mill were completely gutted. Bangkok, says the *Bangkok Times*, has not had a more tenacious fire.

SALE OF BRITISH WARSHIPS.

In the House of Commons last month, Mr. Churchill, replying to Mr. Molteno regarding the sale of various warships, gives the following figures as their tonnage, cost, and selling price respectively:

	Tonnage.	Cost.	Selling price.
Resolution	14,150	875,522	95,630
Renown	12,350	709,708	39,090
Fort	4,360	240,571	18,500
Seylla	3,400	176,655	11,800
Royal Oak	14,150	899,272	36,500
Medea	2,800	164,542	10,375
Barham	1,890	118,702	7,305

MELTING SOVEREIGNS.

"The practice of melting sovereigns in India and the hoarding of gold coins by natives is said to be on the increase. This presents a problem for those responsible for the currency. In this connection, Sir George Scott Robertson has addressed a question to the Under-Secretary of State for India, asking him whether he has any information concerning the hoarding of gold, or relating to any increase or decrease in the practice of melting sovereigns, in order to make ornaments, particularly in the Punjab."

VOGUE IN HATS.

THE SLIGHT CHANGES WHICH MARK THE FASHION.

Londoners are conservative in the matter of hats. A *Standard* representative inquiring among London's leading hat-makers about reported new fashions in hats for 1914 is practically the same as the 1913 model. "There is very rarely any sudden change in the shape of hats," said a hatter of world-wide fame. "It would be an exceedingly risky business for any maker to bring out a conspicuously new design. Every purchaser wants a hat as much like his old one as possible. A new shape may suit him much better than the old one, but he is the last man to see it. He has grown accustomed to the look of himself in that old hat, and a quarter of an inch on the curl of a brim looks extreme and unsuitable in his eyes." In a big Strand hat shop, where a number of unusual shapes are shown in the window, a *Standard* representative hoped to find a stronger case for changing fashions in hats. But the conservatism of the men of London in hatgear was just as remarkable even there. "These extraordinary shapes of freak hats," said the manager, "are only bought by foreign visitors to London. They are in the window because the Strand is a good centre for foreign trade. In other parts of London they are not stocked. Foreigners buy what Londoners would never look at. In London the bowler hat is just as popular as ever, for all the talk about the coming of soft felts and tweeds. We have a new 1914 bowler which I should like you to compare with last year's."

To be in expert eye there was no signs of difference. Both hats had apparently come off the same block, but it was pointed out that the curl of the brim, where it turns over and is braided, was flat in the 1913, whereas it has been rounded in the 1914 style. It thickened the brim by no more than a quarter of an inch, but it is considered the extreme step towards change that the men of London are likely to make.

INTIMATIONS

SKIN TROUBLE GRADUALLY SPREAD

Started with Watery Pimple. Crown of Head Covered with Brown Scab. Would Scratch and Rub. Cuticura Soap and Ointment Cured.

108, Hythe Road, Preston, Brighton, Eng.
"In the first place my child's disease started with just a little watery pimple and so it gradually spread until the crown of his head was completely covered with a light brown scab which made one shiver to look at. He could not sleep night or day for any length of time, and we had to be on the look-out the whole time to see that he did not scratch it, and even then we could not prevent him scratching it until it bled. I used to have to keep his head tied up day and night to keep him from scratching. On top of that he wore a little hat to keep his fingers off. Then through the wrapping he would scratch and rub."
"I was advised to try Cuticura Soap and Ointment and did so. I bathed his head with the Cuticura Soap night and morning, then I soaked the Cuticura Ointment in, while the places were moist, and he was cured. The cure rested entirely with the Cuticura Soap and Ointment." (Signed) Mrs. B. Shepherd, July 4, 1912.
Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A.
*Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

(96-1)

CHS. J. GAUPP & CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL

INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD.

LONDON.

ALEXANDRA BUILDINGS,

CHATER ROAD

184

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

FALCON

PILSENER BEER

A PURE LIGHT GERMAN BEER

FROM THE PILSEN DISTRICT,

POSSESSING ALL THE DELIGHTFUL

CHARACTERISTICS OF SUCH BEERS.

PER 1 DOZ. QUARTS...\$3.00

" " " PINTS...2.00

(Plus Government Duty for Local Orders).

121

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 18. Telegraphic Address: "PRESS." Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

G. R.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of WILLIAM JORDON UNWIN, late of Taipo, in the New Territory, in the Colony of Hongkong, Land Bailiff, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 30th day of May, 1914.

Creditors and Claimants are hereby required to send their Claims to the Underigned by the above date.

Dated this 11th day of May, 1914.
HUGH A. NISBET,
Official Administrator.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"KATHLAMBA"

Captain C. G. Smith, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 18th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamship's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 11th May, 1914. [676]

NOTICE TO CONSIGNEES

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"TORILLA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 11th May, 1914. [60]

THE CHINA-BORNEO COMPANY, LIMITED.

DURING my Absence from the Colony Mr. H. W. KENNETH has been Appointed Acting Manager of the above Company at Hongkong.

THE CHINA-BORNEO Co., Ltd., W. D. JUPP, Manager, Hongkong.

Hongkong, 11th May, 1914. [688]

NOTICE.

MR. AUGUST NIETZLER, having left my employ by Mutual Consent, CEASES to Sign our Firm or Procuration.

We have This Day authorized MR. ALBERT NATHANSON, MR. FRANZ WEGMANN and MR. LUDWIG VICTOR LANGSTEIN to Sign our Firm or Procuration.

ARNHOLD, KARBURG & Co.

Hongkong and Canton 6th May, 1914. [677]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. BEER, L.C.P.

[1343]

THE CHINA IMPORT AND EXPORT LUMBER CO., LIMITED.

ARNHOLD, KARBURG & Co., General Agents.

WE HAVE This Day Opened a LUMBER YARD and OFFICES at North Point next to the Kwong Sang Hong Glass Factory.

The sailing Vessel "JAMES TURT" has arrived with a well assorted Cargo of about 14 Million sup. ft. of

OREGON-PINE.

Planks, Timber, Floorings and Spars. Prices will be quoted on application. All Correspondence please address to—

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Letter Box No. 420. Telephone No. 1710.

Hongkong, 14th April, 1914. [550]

INTIMATIONS

NOTICE.

ROYAL HONGKONG GOLF CLUB.
ANNUAL GENERAL MEETING.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the HONGKONG GOLF CLUB will be held at the Club House at HAPPY VALLEY, on MONDAY, the 18th day of May, 1914, at 5.30 o'clock in the afternoon, for the purpose of receiving the Report and Statement of Accounts for the Year ended 31st December, 1913.

By Order.
K. M. CUMMING,
Hon. Secretary.
Hongkong, 9th May, 1914. [684]

SOCIÉTÉ DES PULPES ET PAPETRIES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21 Rue Jules Ferry, Haiphong, on MONDAY, 25th May, 1914, at 8 o'clock p.m.

Objects of the Meeting:—
To authorize an issue of 2,000 New Preference Shares of \$50 each in place of an issue of 3,300 New Preference Shares of \$30 each previously notified.

By Order.
LOWE, BINGHAM & MATTHEWS,
Local Secretaries.
Hongkong, 1st May, 1914. [686]

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LIMITED, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on THURSDAY, the 4th day of June, 1914, at 11.30 o'clock in the forenoon, when the subjoined Resolutions will be proposed as Extraordinary Resolutions:

(1) "That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the print signed by the Chairman of the Meeting for the purpose of identification."

(2) To consider and, if thought fit, approve the draft new Articles which will be submitted to the Meeting, and in the event of the approval thereof, with or without modification.

(3) To consider and, if thought fit, to pass a Resolution to the effect:—
"That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Articles be and they are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

Should the Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Prints of the Memorandum as proposed to be altered and of the new Articles of Association have been circulated to the Shareholders, and a print thereof can be seen at the Registered Office of the Company.

Dated this 7th day of May, 1914.
JARDINE, MATHESON & Co., Ltd.,
General Managers,
HONGKONG FIRE INSURANCE CO., LTD. [690]

UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION.

NOTICE IS HEREBY GIVEN that a MATRICULATION EXAMINATION will be held on the following dates:—

JULY 13th—18th, 1914.

Candidates must send in their names to the Registrar, with the fee, not later than one month before the date of the Examination.

Examination Fee \$10.00 (Hongkong Currency).

Forms of Entry and all particulars may be obtained on application to—

THE REGISTRAR,
The University of Hongkong,
Hongkong, 11th May, 1914. [689]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 55SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [559]

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, Etc.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [608]

INTIMATIONS

LANE, CRAWFORD & Co.

GENTLEMEN'S SHIRTS

TELEPHONE 37.

THE FABRIC

is Best Zephyr, light in weight, strong in texture

THE DESIGNS

are the newest effects in Shirtings and comprise a variety of Neat Stripes in all colours. The Dye is the best obtainable.

THE FINISH

is the best while the shape is fully fashioned by expert London Shirtmakers.

THE PRICE:

WITH STIFF CUFFS \$3.00 and \$4.00
OR
SOFT DOUBLE CUFFS \$4.00

THE "CRAWFORD"

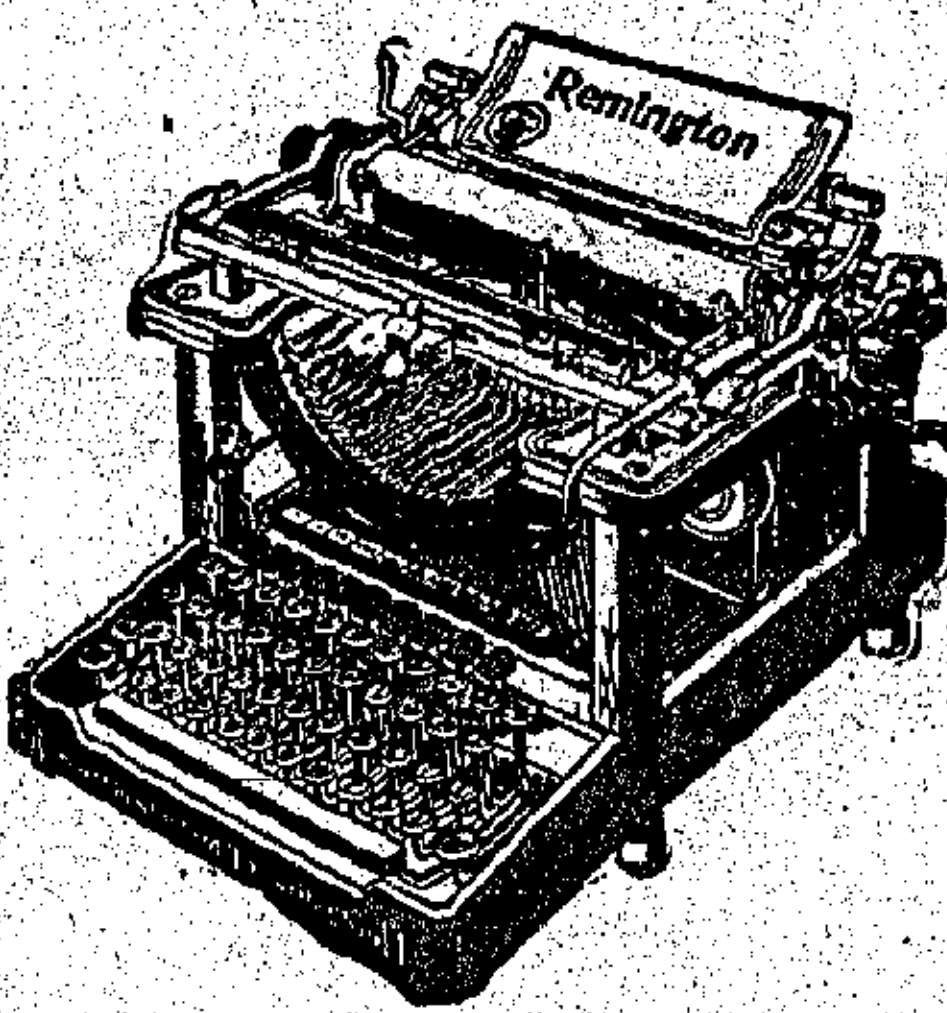
DOUBLE COLLARS

IN 1½, 1¾, 2, 2½ INCHES DEEP.

ALL SIZES \$4.50 PER DOZ.

LANE, CRAWFORD & CO.

[38]



THE NAME REMINGTON STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.
The Largest Selling Organization of any concern in the Typewriter Business.
From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."

First and Always.
Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).

SIEMSEN & CO.. SOLE AGENTS for

Hongkong, Canton, South China and Formosa [54]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Floorings—SIZES to Order.

Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

[Hongkong, 2nd May, 1914. [652]



HAVE YOU USED KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the hair cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE 50 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—

KAMINIA PERFUMERY COMPANY.

Bombay, India. [667]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Fire Iron and Foundry Castings, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOO STREET (2nd St. West of Central Market). Telephone No. 515. [45]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MARSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address:—NOMURA HOTEL.

15, 16 and 17, Connaught Road.

Telephone No. 400.

Hongkong 2nd December, 1913. [1388]

ENTERTAINMENTS

THERE'S ONLY ONE

THE

HIPPODROME

CIRCUS AND MENAGERIE.

ACKNOWLEDGED THE BARNUM OF THE EAST.

TO-NIGHT!

TO-NIGHT!!

AND

EVERY EVENING!!!

AT 9.15 P.M. SHARP.

SUCCESS!

SUCCESS!!

OF OUR NEW SHOW.

LOCATION:—CAUSEWAY BAY.

SPECIALLY ERECTED MAT SHEDS.

MATINEES:

EVERY WEDNESDAY AND SATURDAY, AT 4 P.M. SHARP.

Children Half-Price to Matinees only.

BOX PLAN AT ROBINSON PIANO Co., LTD.

For full particulars see Pictorials and Handbills.

Special late Trains after every Performance.

COL. BOB LOVE, Touring Manager.

Hongkong, 12th May, 1914. [660]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on THURSDAY, the 14th May, 1914, at 11.30 A.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1914, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th April to the 14th May, 1914, both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd April, 1914. [611]

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on FRIDAY, 15th May, 1914, at 3 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 16th May, 1914, both days inclusive.

By Order of the Board of Directors.

J. A. WATKIE & Co., Ltd., Secretaries and General Managers. [679]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING of the SHAREHOLDERS will be held at the Office of the Underigned on MONDAY, the 18th May, 1914, at 11.30 A.M. The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 18th May, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 30th April, 1914. [644]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., LIMITED, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on MONDAY, the 18th day of May, 1914, at 11.45 o'clock in the forenoon, when the Subjoined Resolution will be proposed as an Extraordinary Resolution:—

"That Article 84 of the Articles of Association be altered by substituting the words 'Twenty-five' for the words 'Fifteen'."

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated this 30th day of April, 1914.
JARDINE, MATHESON & Co., Ltd., General Agents. [645]

ON SALE.

DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA, STATES, SETTLEMENTS, MALAY, STATES, HAWAII, NETHERLANDS, INDIA, BORNEO, THE PHILIP, PINES, Etc.

FOR THE YEAR

1914.

To be Obtained at the Office of—
THE HONGKONG DAILY PRESS

Messrs. KELLY & WALSH, LTD.

Hongkong, 12th February, 1914.

AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction,

On FRIDAY, the 15th May, 1914, commencing at 11 A.M., at his Sales Rooms, Duddell Street,

A SELECTION OF PRIME OSTRICH FEATHERS (Ranging from 20-26 inches in length).

On View from TUESDAY, the 12th May. N.B.—The above Sale offers the Public an unique opportunity of purchasing Feathers direct from a South African farm, and are only to be sold at Public Auction owing to ill-health of owner.

GEO. P. LAMBERT, Auctioneer.
Hongkong, 11th May, 1914. [692]

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction—

(For ACCOUNT OF THE CONCERNED), On SATURDAY, the 16th May, 1914, at 12 Noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

THE "TUG"

Length 38 ft. 5 in.

Beam 17 ft.

Moulded Depth 9 ft. 3 in.

Draft 5 ft. 6 in. aft.

Bunkers 14 tons.

Engines, compound surface condensing.

Cylinders H.P. 13½ in. L.P. 26½ in. Displacement 170 tons approx.

Full Particulars may be had from the Underigned.

On view of Observation Place from 15th May or by arrangement.

To be sold with all faults and errors.

TERMS—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 11th May, 1914. [693]

RADIUM THERAPY.

We can Supply

RADIUM BROMIDE

for the treatment of Cancer and Skin Diseases, such as Lupus, Naevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by Mr. Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., Ltd., Representing—

WERNER RUDENBERG & Co. (Shanghai).

(RADIUM-HEIL-GESELLSCHAFT m.b.H., Berlin).

[641]

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

MESSRS. A. S. WATSON & Co., LTD., and

MESSRS. THE MEDICAL HALL

to Supply our



NAPIER & JOHNSTONE'S
SQUARE BOTTLE
WHISKY.
 UNVARIED FOR OVER
150 YEARS.
 THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
 SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
 and from ALL WINE MERCHANTS.

TO LET

TO LET.
 From 1st July, 1914.

IN CANTON on SHAMEN LOT 55.
 The premises now in the occupation of
 the Bank of Taiwan, Ltd.
 Apply to
DAVID SASSOON & Co., Ltd.
 Hongkong, 7th May, 1914. [878]

TO LET

OFFICES, ROOMS, and GODOWNS
 on Ground and Second Floors, No. 14,
 Des Voeux Road Central, the Premises now
 occupied by the South China Morning Post,
 Limited.
 Can be divided up to suit Tenants' require-
 ments.
 Possession, 1st May, 1914.

"WILD DELL" FLATS, Wanchai Road,
 No. 4, Mosque Junction.
 "THE NEUK," Five-Roomed Bungalow,
 No. 84, Garden and Tennis.
 "HOMESTEAD," No. 45, PEAK. Im-
 mediate possession.
 Apply to—
SANG KEE,
 Care of COMPAGNIE DEPARTEMENT
 HONGKONG AND SHANGHAI BANKING
 CORPORATION.
 Hongkong, 28th March, 1914. [477]

TO LET

SHOP, No. 12, Queen's Road Central.
 2, FAIRVIEW, Nathan Road, Kowloon.
 Apply to—
STEPHENS & WILLSON
 Hongkong, 11th December, 1913. [57]

TO LET

NO. 104A, THE PEAK, FURNISHED.
 Apply to—
S. J. DAVID & Co.,
 Prince's Buildings.
 Hongkong, 7th February, 1914. [264]

TO LET

OFFICES in King's Building.
 Apply to—
**THE HONGKONG LAND INVEST-
 MENT & AGENCY Co., Ltd.**
 Hongkong, 1st May, 1914. [56]

TO LET

OFFICES in Hotel Mansions, from 1st May
 next.
 Apply to—
HENRY HUMPHREYS,
 Alexandra Buildings.
 Hongkong, 10th April, 1914. [542]

TO LET

NO. 68, PEAK, MOUNT KELLET
 (Church Mission Society Bungalow),
 Hill, 30th May, 1914. Partly furnished.
 Chap rest.
 To Let till 31st October, 1914, No. 64, THE
 PEAK, SEVEN ROOMS and Drying Room,
 furnished, including Electric Fans and
 Telephone.
 No. 12, BEACONSFIELD ARCADE, Shop
 No. 5, MOUNTAIN VIEW. Newly painted
 and colourwashed. From 1st April, 1914.
 No. 7, MOUNTAIN VIEW.
 No. 2, SHERATON TERRACE, PEAK.
 No. 19, SHELLEY STREET.
 No. 6, CAMERON VILLAS, No. 59, PEAK.
 To Let, furnished, for one year, from 1st May,
 1914.
 "ROGATE," Austin Road, Kowloon.
 Unfurnished.
 Apply to—
LINSTEAD & DAVIS,
 3rd Floor, Alexandra Buildings.
 Hongkong, 1st April, 1914. [55]

TO LET

FOUR-ROOMED HOUSES in Granville
 Avenue and Salisbury Avenue, Kowloon.
 Cheap rentals.
 SHOP with GODOWN attached, Nathan
 Road, Kowloon. Kowloon Marine Lot No. 45,
 with Wharf.
 WINDSOR LODGE, Kimberley Road,
 Kowloon, 6 ROOMS and Tennis Court.
 FLATS in Nathan Road and Humphreys
 Buildings.
 Apply to—
HUMPHREYS ESTATE & FINANCY
 Alexandra Buildings.
 Hongkong, 15th May, 1914. [695]

THE CANTON CURRENCY
FORGERY.

DR. KOGA SUCCESSFUL ON APPEAL.

Judgment was given recently in the
 Tokyo Appeal Court in what is known
 as the Canton Currency Forgery Case,
 in which Dr. Koga, ex-Director of the
 Police Affairs Bureau, was implicated.

Dr. Koga had been sentenced to three
 years' penal servitude in the Tokyo Chihō
 Subbankei some time ago, but appealed
 against the verdict.

The judgment now delivered in the
 Appeal Court revokes the decision of the
 lower Court, the accused being acquitted
 on the ground of insufficiency of evidence.

In a leading article on the case the
 Japan Chronicle says:—

The acquittal of Dr. Koga, though
 satisfactory as evidence of the possibility
 of getting justice in an Appeal Court,
 helps to bring into greater salience the
 exceedingly unsatisfactory manner in
 which criminal charges are tried in the
 Courts in Japan. It is no question here

of a foreigner complaining that he (or
 a Japanese for that matter) would get
 fairer treatment in a British, American,
 or German Court. At first glance the
 trial and conviction of Dr. Koga

appeared highly creditable, recalling old
 Will Adams' commendation. Their
 justice is severely executed without any
 partiality upon transgressors of the law.

Dr. Koga was Director of the Police
 Bureau, a man of considerable standing
 and influence, and his conviction
 certainly bore the aspect of a stern and
 impartial administration of justice.

From the beginning, however, the
 evidence was not such as would have
 satisfied anybody who had no interest in
 finding him guilty. It appeared quite

certain that a good part of the business
 regarding the Kwangtung note forgeries
 was transacted actually in his house, and
 there is no doubt that the principal
 forger, Furukawa, used his name freely.

Furukawa was caught in Hongkong, and
 imprisoned by the British Court there.
 No direct statement of his
 implicating Dr. Koga was published, but

a Japanese Procurator was sup-
 posed to have taken a great deal of
 evidence from the prisoners in the hands
 of the Hongkong Government. Furukawa

was a sort of semi-dependant of
 Dr. Koga, and had the free run of his
 house. His fellow-forgers testified that

they had supposed that Dr. Koga was
 getting a share in the proceeds of the for-
 geries, but none directly implicated him,
 and it was not shown that he had any

hand in the transactions. It was, of
 course, a very suspicious circumstance
 that a good deal of the business was
 conducted in Dr. Koga's house, but that

might have been only the artfulness of
 Furukawa. The idea that Dr. Koga was
 a sort of legal adviser to the forgers
 never appeared at all credible, and the

samples given of his opinions regarding
 the criminal operations were not such as
 would have been expected of a man of
 his erudition and worldly wisdom. The

entire lack of direct evidence would tend
 to show that Dr. Koga, if guilty, had
 been uncommonly careful to cover up his

tracks, but the Procurator's prosecution
 story was only consistent with Dr. Koga's
 guilt on the supposition that, along with

this care, he had run great and unne-
 cessary risks—by no means an unknown
 failing in a criminal, but one which is
 not to be presumed except on irrefragable

evidence.
 As a prosecution story, the Procurator's
 more or less imaginary narrative was
 open to no great objection. There were

ample grounds for Dr. Koga's prosecu-
 tion, and there was a reasonable chance
 of his guilt. It was the prosecution's
 duty to reconstruct the story so far as

it could, and it made a creditable job
 of it. The Court, however, as happens so
 often, found the prosecution story
 credible, and forgot that before it was to

be accepted it must be supported by
 evidence which there was no other reason-
 able way of explaining. What inspired

an unusually harsh treatment to which
 Dr. Koga was subjected in Court, and of
 which he complained with some bitter-
 ness, there is no means of knowing. It

is enough that, though the weakness of
 the evidence was fully exposed by lawyers
 of great ability, the Court took no notice

of their arguments, but let them pass as
 though they were a troublesome formality
 which for some inexplicable reason had

to be gone through, and then it accepted
 the Procurator's statement as unreserved-
 ly as though it were a divine revelation.

During the seven months that
 have followed Furukawa, the chief forger,
 has been sent back to Japan, since the
 Hongkong authorities did not set

sufficient store on him to induce them to
 let him die of consumption on their
 hands. What sort of evidence, if any,
 he has given since his return has not been

stated; it would not seem to anybody
 reading the published accounts of the
 trial that any assistance from Furukawa

was needed for showing that there was a
 lack of evidence of the character that
 should be necessary for condemning a

man to penal servitude. Even if Furukawa's
 testimony were necessary it might
 have been taken and considered with a

promptness that would have saved Dr.
 Koga a good part of the seven months
 that he has been under sentence.

In this, as in many other cases, not
 only does it seem desirable that radical
 changes should be made in the judicial
 system, but there are signs that the

worst, rather than the best, is being made
 of the existing organization.

THE TEETH.

FRUIT AS PRESERVATIVE AND SWEETS AS PERIL.

An interesting report issued by the
 Education Department of the London
 County Council sets forth that there is a
 larger percentage of boys than girls with
 bad teeth, and that 39 per cent. of chil-
 dren of well-to-do parents suffer from
 decayed teeth, as compared with 27 per
 cent. of poorer children.

A standard representative who made
 inquiry at the Royal Dental Hospital was
 informed that sweets are the root of most
 of the dental troubles of children.

It is suggested as the reason why boys have
 worse teeth than girls that boys have
 more money to spend on sweets than girls.

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YOKOHAMA LEAVE	KOBE LEAVE	HONGKONG ARRIVE	HONGKONG LEAVE	YOKOHAMA ARRIVE	KOBE ARRIVE
11 June	11 June	11 June	11 June	11 June	11 June
18 June	18 June	18 June	18 June	18 June	18 June
25 June	25 June	25 June	25 June	25 June	25 June
2 July	2 July	2 July	2 July	2 July	2 July
9 July	9 July	9 July	9 July	9 July	9 July
16 July	16 July	16 July	16 July	16 July	16 July
23 July	23 July	23 July	23 July	23 July	23 July
30 July	30 July	30 July	30 July	30 July	30 July
6 Aug.	6 Aug.	6 Aug.	6 Aug.	6 Aug.	6 Aug.
13 Aug.	13 Aug.	13 Aug.	13 Aug.	13 Aug.	13 Aug.
20 Aug.	20 Aug.	20 Aug.	20 Aug.	20 Aug.	20 Aug.
27 Aug.	27 Aug.	27 Aug.	27 Aug.	27 Aug.	27 Aug.
3 Sept.	3 Sept.	3 Sept.	3 Sept.	3 Sept.	3 Sept.
10 Sept.	10 Sept.	10 Sept.	10 Sept.	10 Sept.	10 Sept.
17 Sept.	17 Sept.	17 Sept.	17 Sept.	17 Sept.	17 Sept.
24 Sept.	24 Sept.	24 Sept.	24 Sept.	24 Sept.	24 Sept.
1 Oct.	1 Oct.	1 Oct.	1 Oct.	1 Oct.	1 Oct.
8 Oct.	8 Oct.	8 Oct.	8 Oct.	8 Oct.	8 Oct.
15 Oct.	15 Oct.	15 Oct.	15 Oct.	15 Oct.	15 Oct.
22 Oct.	22 Oct.	22 Oct.	22 Oct.	22 Oct.	22 Oct.
29 Oct.	29 Oct.	29 Oct.	29 Oct.	29 Oct.	29 Oct.

Steamers proceeding via Manila do not call at Shanghai.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Nellere* left Singapore
 for this port on the 10th May, at 2 p.m.,
 and is due here on the 15th May, at about
 6 p.m.

The H.A.L. str. *Sambra* left Manila on
 the 10th May, p.m., and may be expected
 here on or about the 13th May.

The str. *Dilwara*, from Kobe, left Moji
 on the 11th May, a.m., and may be ex-
 pected here on or about the 14th May, at
 noon.

The C.P.R. str. *Empress of Japan* left
 Yokohama on the 6th May, between 2 and
 4 p.m.

The cargo of Raw Silk shipped on board
 the M.M. str. *Amazone*, which left this
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[511]

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 For the HONGKONG AND SHANGHAI
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 N. J. STABB,
 Chief Manager.
 Hongkong, 1st July, 1911. [16]

THE BANK OF TAIWAN, LIMITED.

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HONGKONG OFFICE,
8, DES VOEUX ROAD.

Interest allowed on Current Accounts,
 Deposits received on terms which may be
 had on application.
 E. TSUDZURABARA, Manager.
 Hongkong, 19th February, 1914. [648]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
 Reserve Funds:—
 Sterling ... \$15,000,000
 Silver ... \$17,650,000
 Reserve Liability of Proprietors \$15,000,000

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 Chief Manager.
 Hongkong, 8th May, 1914. [15]

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Hongkong, 31st March, 1914. [1494]NEDERLANDSCH-INDISCHE
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(Netherlands India Commercial Bank.)

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on application.G. VERMEY, Manager,
No. 5, Des Voeux Road Central,
Hongkong, 3rd October, 1913. [21]THE NEW FRENCH REMEDY, No. 2, 222
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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLID,"
FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th May, 1914. [680]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"INDIA,"
Arrived Hongkong on 6th May, 1914.
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, via S.S. "Malaya,"
From Persian Gulf, via S.S. B. I. S. N.,
and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th May, 1914. [1]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO VIA HONOLULU,
JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 11th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 16th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 16th inst., at 10 A.M.

All Claims must be filed on or before 23rd inst., otherwise they will not be recognized.

S. MORIMOTO,
Agent.

Hongkong, 9th May, 1914. [694]

THE CHINESE CHAOS.

ACTIONS AND REACTIONS AT
PEKING.

BRIGANDAGE AS A PROFESSION.

[By J. O. P. BLAND IN "THE OBSERVER."]

Amongst the many dangers of the present critical position of affairs in Great Britain not the least is that which arises from the concentration of public interest upon the Home Rule crisis. The insistent menace of civil war naturally diverts from many imperial problems of Greater Britain, and from urgent questions of foreign policy, the attention which they would otherwise receive. It requires no gift of clairvoyance to foresee that in many regions of the globe more than one earth-hungry Power will proceed swiftly to develop the opportunities which will be theirs in the event of civil war occurring in the United Kingdom. Not only in Europe, but in all the Seven Seas, jealous eyes are watching, eager hands are making ready to take advantage of Great Britain's embarrassments. And in no part of the world is this fact more significantly indicated by the swift march of events than in China. Around that sorely stricken ancient State the eagles are gathering, greedily expectant. The day of partition draws steadily nearer, and nearer, and those who have closely watched the development of the latest "spheres of influence" policies at Peking realise that, if once England's protective influence is destroyed or seriously diminished, nothing can serve to avert it.

Looking back over the events of the past two years, since the abdication of the Manchus, no student of history can fail to be impressed by the persistence of the popular delusion, so prevalent among the sentimental school of politicians, which looks ever for the miraculous rebirth of nations as the result of changes in the form of their government, which continues to proclaim its pathetic belief in the triumph of political formula over the forces of evolution and human nature. How often, since the revolution, has the world been assured by the well-meaning enthusiasts who seek to find Utopia by the light of these formulae, that China has definitely embarked upon an era of unexampled felicity by the substitution of representative for autocratic methods of government? How often, in articles, lectures, and in the press, have we been told that the earnest, intelligent patriots of the new dispensation would speedily bring China to the forefront of civilised nations, and abolish all the abuses hitherto inseparable from her social and political systems? Confronted by a delusion so widespread and so enthusiastic, they have preached to deaf ears who maintained that the Chinese race, in its present stage of social and economic evolution, is utterly incapable of self-government.

The same delusion, equally calamitous in its results, is even now being manifested with regard to Mexico, where, according to President Wilson, "constitutional order is to be restored" (after the elimination of Huerta) "by the concert and energy of such of her leaders as prefer the liberty of their people to their own ambitions." So true it is, as the greatest of English philosophers has declared, that politicians and philanthropists are alike opposed to acceptance of the fact that "human nature, though indefinitely modifiable, can be modified but very slowly, and that all laws and institutions and appliances which count on getting from it, within a short time, much better results than present ones, will inevitably fail."

Seldom has history afforded more convincing proof of this truth than that which confronts us in the actual state of affairs in China, in the violent reaction which has taken place against the democratic ideas of the Western-educated Cantonese, and in the present disorganisation and disorder of the State. (The recent revival of Confucianism, heartily approved by the masses, and the restoration of the old autocratic regime of government at Peking, merely prove once again that every action is inevitably followed by some reaction, and this, again, by other reactions; so that it is impossible to compute the effect wrought in any general direction by some additional force (such as "Western learning") by any observations extending over a few years, or even a few generations.)

The restoration of autocratic government by President Yuan Shih-kai points clearly to the re-establishment of the monarchy in one form or another at no distant date. The swing of the pendulum is now as violent in the direction of Conservatism as it was, in 1911, in the direction of iconoclasm. How far this reaction will succeed in the essential matter of restoring law and order in the sorely harassed provinces is hard to foretell.

But Yuan is encompassed about by dangers and difficulties far greater than those which confronted the Manchus, and him have proved themselves in the past to be thoroughly incompetent and self-seeking opportunists. The Government's consequent inefficiency is undoubtedly a contributory factor in the truculent indiscipline of the provincial gentry, in the discontented fatalism of the masses and, above all, in the growing menace of "White Wolf's" reign of terror.

To appreciate the significance of "White Wolf's" activities, it is essential to remember that the fundamental cause of chronic unrest in China is not political, but economic; that the motive force of disorder which impels large bodies of desperate men to paths of plunder springs from an intolerable pressure of population on the means of subsistence. Looking back on the recorded history of China, we find the counterpart of "White Wolf" on every page. Sixty years ago Mr. Thomas Taylor Meadows, a distinguished British Consul, wrote a remarkable book on "The Chinese and Their

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Rebellions," in which he traced, from the social conditions of the country, the endemic origin of the bandit "rebels," whose operations have so often assumed a political character and threatened the stability of the State. The Taiping and Mahomedan rebellions of the middle of the nineteenth century revealed to European observers something of the causes which, under Mongols, Ming and Manchus, have gone to make brigandage a business profession in China, recognised and sometimes actually encouraged by the mandarins. They served to explain how, throughout Chinese history, many a man who, like "White Wolf," has begun as the "captain of a troop of vagabonds," has ended by founding a new dynasty in his own person. The Ming dynasty was overthrown by a freebooter in command of an army of brigands; the Manchus would have been expelled by the Taiping bandits sixty years ago had it not been for the help rendered to the Central Government by Chinese Gordon and his "ever-victorious army."

European Press correspondents at Peking and Shanghai who now express wonder at the inaction of Yuan Shih-kai's forces in the face of "White Wolf's" increasing activities, might find more than one parallel to the present situation in the annals of the past two hundred years; for in this matter Chinese history repeats itself with monotonous regularity. Little more than a century ago, for instance, the Emperor Chia Ching issued a pathetic and plain-spoken Edict, in which he severely (but vainly) rebuked his generals in the field for their failure to suppress the "White Lily" rebellion. "The Commanders-in-Chief," he declared, "are apparently not in the least anxious to suppress this rebellion, since they are able to enrich themselves and wax fat at the expense of the disturbed districts."

Incredible though it may appear, it is true to-day, as it was a hundred years ago, that brigandage is not rigorously suppressed in China, because, like famines and floods, it affords military commanders and mandarins with opportunities for "enriching themselves and waxing fat at the expense of the disturbed districts"; that is to say, at a fearful price of misery endured by the common people. The love of money is still, as it has been for centuries, the root of this unspeakable evil. There is power enough at the disposal of Yuan Shih-kai and his generals in the field to have wiped out "White Wolf" and his bands long ago. If that power has not been used, it is chiefly because of the official class, with all its consequences of demoralisation in the public service. Many of "White Wolf's" bandits are ex-soldiers who have preferred the profession of freebooters to the "squeezed" pay of Government troop troops. The forces whose duty it is to restore law and order are notoriously more concerned with the matter of pay and opportunities for plunder than with that duty. On more than one recent occasion they have declined to move against the brigands, for the reason that the latter had so completely plundered the countryside that there was nothing left worth fighting for. As it was in the first days of the revolution, so it is now; the assault and defence of valled cities are matters of ransom money for commanders and loot for the troops.

That this should be so is scarcely matter for surprise, when we find the Chinese Press openly accusing Yuan Shih-kai's brother-in-law, Chang, Tuhoh of Honan, of being privily in league with "White Wolf" and sharing with him the plunder of ruined cities. Similarly, we see the Minister of War, Tuan Chi-jui, Yuan's protégé, returning to Peking after two months of masterly inactivity at the front, to demand the immediate raising of new loans to meet the expenses of his campaign. We see the Anhui and Hubei Generals holding out threats of disfranchisement unless adequate rewards are forthcoming for their services in "quelling the rebellion," while at the same time they order the summary arrest of the editor of a Hankow newspaper, for having dared to declare that the troops will not fight "White Wolf" because the pecuniary inducements are not sufficient.

A remarkable feature of the present situation, which was observed also during the Taiping rebellion, lies in the tacit understanding between the bandits and the Government forces that foreigners, and even native Christians, are not to be molested. Nothing could indicate more clearly the cold-blooded business instinct which underlies this profession of brigandage, and which perceives that foreign intervention would be fatal to its continuance. The murders of Father Rich and Dr. Froyland were regrettable incidents; for these "White Wolf" (who loses no opportunity of declaring that he has no quarrel with foreigners) has expressed profound regret. Even amidst the hideous slaughter at the sacking of Kuangchow the word went forth, and was observed, that Christians were to be spared.

Another significant feature of the present situation which the conscience of Christian nations would do well to consider lies in the fact that the presence of the foreign garrisons in and near Peking tends to restore the metropolitan officials in their fatalistic acceptance of the widespread misery of the people and to make them regard "White Wolf" as a Heaven-sent visitation. Whatever happens, they know that Peking is safe; they may continue, therefore, to negotiate new loans, to discuss currency reform and those projects of "reorganisation" which hold out prospects of "administrative expenses." In other words, the presence of foreign troops in North China and the expectation that foreign money may still be available for the maintenance of Tuan Chi-jui and his men are factors which undoubtedly tend to prolong the pitiful sufferings of the central provinces.

In the old days of China's isolation these ever-recurring crises of bloodshed and pillage usually came to an end, after devastating vast regions, by a simple process of exhaustion, because the country was reduced to a condition in which the profession of brigandage ceased to be profitable. In certain historic instances, such as the "rebellion" of Li Tzu-cheng (1632-1644), the bandit movement finally gained such force as to overthrow the whole fabric of government; at other times the State has been saved by the emergence of some loyal and honest fighting man like Tso Tsung-tang. But, as a rule, the fever of disorder has run its devastating course, and thereafter the nation's recuperative powers have come into play in productive periods of peaceful industry. Heretofore, in such crises, China has, so to speak, consumed her own smoke.

But this elementary process of readjustment is no longer possible. Because of the financial liabilities which China has incurred abroad, the wasting of her resources and the dislocation of her trade are no longer purely domestic affairs. Sooner or later they must involve national bankruptcy and the repudiation of obligations, which, in their turn, mean the forcible intervention of the Powers concerned in the administration of the country. That which common instincts of humanity could not do will eventually have to be done in the interests of bondholders. The rulers of China are well aware that intervention would already have taken place (it was imminent after the sacking of Nanking) were it not that the conflicting interests and mutual jealousies of the Powers mark it in advance as an earthshaking adventure. But intervention is now only a matter of brief time, and for this very reason the mandarin and the more busily and recklessly engaged in making hay while the sun shines. In a later article I propose to discuss Yuan Shih-kai's foreign policy and its latest results.

PASSENGERS.

ARRIVED.
Per Torilla, from Japan, etc., Messdames Alexander, Miller and Partridge.
Per Anahu, from Shanghai, Miss E. Elbe, Miss Phillips, Mrs. Mead and Mr. T. Vincent.

VESSELS PASSED ANJER.

April 7, German str. Stoberg, from Sydney for Tandjong Priok.
April 7, German str. Solingen, from Tjilatjap for Tandjong Priok.
April 9, German str. Tyfel, February 11, from New York for Soerabaya.
April 9, Dutch str. Tachera, Putie, from Batavia for Rotterdam.
April 10, Dutch str. Dardanas, March 7, from Leith for Batavia.
April 10, British str. Islander, from Christmas Island for Singapore.
April 12, British str. Thecus, from Batavia for Amsterdam.
April 12, British str. Vermont, from Kobe for Westward.
April 12, Dutch str. Arakan, van Ronsel, from Rotterdam for Batavia.
April 12, Dutch str. Sindaro, van Een, from Rotterdam for Batavia.
April 12, Dutch str. Karomata, Schuurman, April 12, from Batavia for Amsterdam.

PASSED THE CANAL.

April 14th—Denbighshire, Nile, Ping Suez, Sambia Africa.
April 17th—E. F. Ferdinand, Ningchow, Indragero.
April 21st—Bentley, Keenan, Meinam, Ningchow, Indragero.
April 24th—Blomend, Miyasaki, Maru, Polyneves, Prince Ludwig.
April 28th—Ambria, Benvenne, Den of Arlie, Sengambria.
May 1st—Den of Onil, Matla, Segovia, Phierus, Thecus.
May 5th—Benduch, Ceylon, Idomeneus, Konang, Si, Saandia, Africa, Siam, Gottingen, Tokushima Maru.
May 8th—Goeben, Kang Maru, Kikany Maru, Nera, Peleus, Sachsen, Tatan, Valentin, York, Patricia, Barva, Jedburgh.

SHIPPING IN PORT.

STEAMERS.

AKI MARU, Japanese str., 4,000, I. Koma, 10th May—Shanghai 7th May, General—Nippon Yusen Kaisha.
ANDRES RICKMERS, German str., 3,673, H. Tommermann, 10th May—Tsingtau 8th May, General—Order.
ANNA, Norwegian str., 1,017, A. Arntsen, 7th May—Saigon 30th April, Rice—Chinese.
BRILLERPHON, British str., 5,744, J. A. Bobb, 8th May—Seattle 16th April, General—Butterfield & Swire.
BULMOUTH, British str., 2,607, Hill, 3rd May—Shanghai 30th April; Ballast—Asiatic Petroleum Co.
CHINGCHOW, British str., 1,185, J. Doyle, 10th May—Kwang Yen 7th May, Stone—Shewan, Tomes & Co.
CHUYEN, Chinese str., 1,177, Ross, 9th May—Shanghai 8th May, General—Chinese.
CHIYO MARU, Japanese str., 7,250, W. W. Greene, 9th May—San Francisco 11th April, General—Toyo Kisen Kaisha.
EMPEROR OF RUSSIA, British str., 8,750, W. Davison, 5th May—Vancouver 16th April, General—Canadian Pacific Railway Co.
GENSHI, British str., 1,363, E. Jones, 8th May—Bangkok 1st May, Rice—A. Bune & Co.
HAIYANG, British str., 1,363, A. E. Hodgins, 10th May—Swatow 9th May, General—Douglas Lapraik & Co.
HALVARD, Norwegian str., 1,066, C. Beck, 2nd May—Saigon 28th April, Rice—Java-China-Japan Line.
HEIYO MARU, Japanese str., 2,366, S. Okutani, 5th May—Kobe 23rd April, Rice and Mail—Order.
HONGKONG, French str., 730, Marquette, 9th May—Hoihow 8th May, General—A. R. Marty.
HSINGCHANG, Chinese str., 1,002, D. D. Ross, 8th May—Chefoo 1st May, General—Chinese.
IXION, British str., 6,533, Roepenhausen, 8th May—Manila 4th May, General—Butterfield & Swire.
JOHANN, German str., 952, Chr. Ullerup, 9th May—Hoihow 8th May, General—Jensen & Co.
KAIFONG, British str., 987, H. Mathias, 9th May—Haiphong 7th May, General—Butterfield & Swire.
KOU MARU, Japanese str., 2,836, O. A. Cowin, 9th May—Mitake 3rd May, Coal—Mitsui Bussan Kaisha.
LOVAT, British str., 9,956, R. Glegg, 4th May—Mojil 29th April, Coal and General—Jardine, Matheson & Co.
LYEEMOON, German str., 1,253, Abtstagen, 8th May—Saigon 4th May, Rice—Chinese.
MAUSANG, British str., 1,344, C. Mathews, 7th May—Saigon 2nd May, Rice—Jardine, Matheson & Co.
PAKART, German str., 1,018, Wenzel, 7th May—Bangkok and Swatow 6th May, Rice—Butterfield & Swire.
PEU YEN, French str., 1,222, Ribault, 6th May—Saigon 1st May, Rice and General—Bradley & Co.
MATHILDE, German str., 856, Schlaikier, 9th May—Hoihow 4th May, General—Jensen & Co.
MINNESOTA, American str., 20,718, J. M. Garlick, 1st May—Seattle, 28th March, General—Nippon Yusen Kaisha.
MISUMI MARU, Japanese str., 1,503, Y. Hatakayama, 6th May—Hongay 3rd May, Coal—Bradley & Co.
PERA NAW, British str., Scott, 6th May—Karatsu 1st May, Coal—A. Bune & Co.
PIVISA, British str., 2,129, Patrick, 8th May—Pulo Smulo 2nd May, Oil—Asiatic Petroleum Co.
RUBI, American str., 1,408, J. Miller, 9th May—Manila 6th May, General—Shewan, Tomes & Co.
SIBERIA, American str., 5,655, A. Zeeder, 6th May—San Francisco 7th April, Mails and General—Pacific Mail S.S. Co.
SHAOSHING, British str., 1,307, K. E. Teubben, 9th May—Shanghai 5th May, General—Butterfield & Swire.
SREIMAN, British str., 1,345, Huthinson, 27th April—Manila 23rd April, Ballast—A. Bune & Co.
SOSHI MARU, Japanese str., 1,119, K. Hattori, 8th May—Swatow 7th May, General—Osaka Shosen Kaisha.
TACOMA MARU, Japanese str., 3,830, T. Hamada, 7th May—Manila 4th May, General—Osaka Shosen Kaisha.
TAMING, British str., 1,283, G. H. Pennefather, 8th May—Manila 6th May, Hemp and Sugar—Butterfield & Swire.
TAMON MARU No. 12, Japanese str., 3,542, Nomura, 30th April—Mojil 24th April, Coal—Mitsui Bishi Goshi Kwaihsa.
TELEMACHUS, British str., 1,350, A. Fraser, 9th May—Saigon 6th May, Rice—Chinese.
THIKIN, Dutch str., 4,737, W. H. Lap, 9th May—Macassar 1st May, General—Java-China-Japan Line.
TROULUS, British str., 4,623, G. W. Long, 8th May—Yokohama 1st May, General—Butterfield & Swire.
VARG, Norwegian str., 873, J. Jensen, 10th May—Bangkok 2nd May, Rice—Chinese.

ON SALE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

WEST RIVER

PRICE ONE DOLLAR

Giving all the Important Towns in route

from CANTON to WUCHOW
Hong Kong, 5th April, 1913.

WEATHER REPORT.

On the 11th at 10.30 a.m.—Depressions lie over Manchuria, the Eastern Sea, and Indo-China.

Pressure has increased slightly over S.E. China and the Philippines. It is highest over the Bonins to N. Japan.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.
Hongkong & Neighbourhood. East winds, moderate to light, fair.
Kormosa Channel. Variable winds, equally.
South coast of China between Hongkong and Lamook. The same as No. 1.
South coast of China between Hongkong and Hainan. The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

11th MAY, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	7 a.m.	29.76	43	100	SE	1	Cloudy
Nemuro	6 a.m.	29.93	—	—	—	—	—
Khabarovsk	—	30.03	—	—	—	—	—
Tokio	—	30.04	—	—	—	—	—
Kobe	—	29.89	—	—	—	—	—
Nagasaki	—	29.74	—	—	—	—	—
Kagoshima	—	29.70	—	—	—	—	—
Oshima	—	29.65	—	—	—	—	—
Ishijima	—	29.73	—	—	—	—	—
Bonin Is.	—	29.80	—	—	—	—	—
Chefoo	—	30.01	—	—	—	—	—
Weihaiwei	—	29.84	55	68	—	—	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Shanghai	—	29.92	59	—	—	—	—
Gatufai	—	29.81	57	—	—	—	—
Sharp Peak	7 a.m.	29.83	69	—	—	—	—
Amoy	6 a.m.	29.69	71	90	—	—	—
Swatow	—	—	—	—	—	—	—
Taihoan	5 a.m.	29.81	—	—	—	—	—
Taihu	—	29.80	—	—	—	—	—
Tainan	—	29.81	—	—	—	—	—
Koshun	—	29.80	—	—	—	—	—
Pescadores	—	29.78	—	—	—	—	—
Canton	6 a.m.	29.76	74	95	—	—	—
Hongkong	—	29.78	74	93	—	—	—
Cap Lock	—	29.75	—	—	—	—	—
Macao	—	29.79	74	—	—	—	—
Wuchow	9 a.m.	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phuhoi	6 a.m.	29.72	77	—	—	—	—
Tourans	—	29.71	82	—	—	—	—
Cape St. James	—	29.78	82	—	—	—	—
Aparri	—	29.89	76	—	—	—	—
Manila	—	29.82	79	—	—	—	—
Legaspi	—	29.82	81	—	—	—	—
Iloilo	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Labuan	—	29.85	86	—	—	—	—

T. F. CLAXTON, Director.

1 BAROMETRE, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, in two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, in blue sky, a detached cloud, a drizzling rain, fog, gloomy, a hail lightning, a overcast, a passing shower, a squall, rain, a snow, a thunder, a visibility, a dew (wet).

7 RAIN, in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 11th

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "CHALISTE" On or about 15th May

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 15th April, 1914. [567]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"GLENHORN" (Capt. W. L. HARTNELL)

will be despatched for the above Ports on or about the Middle of May.

Saloon Passage, Hongkong to London £40.

For freight or passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd April, 1914. [603]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

TEROCH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"INDIA,"

Captain C. O. Talbot, R.N., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 23rd May, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the C.O.S. "Mona" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay in the S.S. "India," due in London on the 4th July, 1914.

Passes will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th May, 1914. [1]

AMERICAN AND MANCHURIAN LINE (ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

TO FREMANTLE.

THE Steamship

"KIOTO,"

Captain Smith, will be despatched from Hongkong on the 25th May, for BOSTON AND NEW YORK.

(With liberty to call at the Malacca Coast.)

For freight and further particulars, apply to

THE BANK LINE, Ltd., Agents.

Hongkong, 29th April, 1914. [627]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

TO FREMANTLE.

THE Steamship

"SUISANG,"

2,700 tons gross, and fitted throughout with electric light, will be despatched hence to FREMANTLE on or about May 28th.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents for the Time-Charterers.

Hongkong, 2nd May, 1914. [659]

ON SALE.

MAIL TABLES FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.

On Paper ... 25 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 7th January, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	To-morrow, at 10 a.m.
LONDON, ROTTERDAM & ANTWERP	CARDIGANSHIRE	Brit. str.	—	C. O. Talbot, R.N.	JARDINE, MATHESON & Co., Ltd.	On 16th inst.
LONDON, HULL & ANTWERP	GLYNHORN	Brit. str.	—	W. L. Hartnell	P. & O. S. N. Co.	On 23rd inst., at Noon.
MARSEILLES VIA SINGAPORE, SUEZ, COLOMBO, PORT SAID	CARDIGANSHIRE	Brit. str.	—	—	—	Middle of May
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KASA MARY	Jan. str.	—	G. Tabara	MESSAGERIES MARITIMES	On 19th inst., at 1 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c.	BRESCIA	Ger. str.	—	Boldt	HAMBURG-AMERICA LINE	On 20th inst., at 10 a.m.
MARSEILLES, HAYE, BREMEN & HAMBURG, &c.	ALBAHARA	Ger. str.	—	Knaiss	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES & HAMBURG, &c.	SUEDEMARK	Ger. str.	—	Karberg	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN	HELGOLAND	Ger. str.	—	—	MELCHERS & Co.	About Middle of June
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	—	Buch	HAMBURG-AMERICA LINE	On 6th June
ANTWERP, EMDEN & HAMBURG, &c.	UOKHEMARE	Ger. str.	—	Rassau	HAMBURG-AMERICA LINE	To-morrow
ANTWERP, HAMBURG & ANTWERP, &c.	ARABIA	Ger. str.	—	Bath	HAMBURG-AMERICA LINE	On 14th inst.
ANTWERP & HAMBURG, &c.	FUEBET BOELW	Ger. str.	—	Jager	HAMBURG-AMERICA LINE	On 5th June
ANTWERP, EMDEN & HAMBURG, &c.	SUGITA	Ger. str.	—	Gelsse	HAMBURG-AMERICA LINE	On 4th July
ANTWERP, EMDEN & TACOMA VIA JAPAN, &c.	TACOMA MARU	Jan. str.	—	H. Kanda	OSAKA SHOSEN KAISHA	On 14th inst.
ANTWERP, VANCOUVER, SEATTLE & PORTLAND	SANDEA	Jan. str.	—	Nous	OSAKA SHOSEN KAISHA	On 17th inst.
ANTWERP, B.C. & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jan. str.	—	I. Kanda	OSAKA SHOSEN KAISHA	On 27th inst., at 4 p.m.
ANTWERP, B.C. & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Jan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
ANTWERP, VANCOUVER, SEATTLE, TACOMA & PORTLAND	CABERNATIONSHIRE	Brit. str.	—	—	SANDER, WHEELER & Co.	On 15th inst., at Noon
ANTWERP, VANCOUVER, SEATTLE, TACOMA & PORTLAND	BREXEMIA	Aus. str.	—	—	SANDER, WHEELER & Co.	About 5th June
ANTWERP, FIJIAN, YENICE VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	C. Nairath	MELCHERS & Co.	To-morrow, at 10 a.m.
ANTWERP, GENOA, ALGIERA, LISBON, SOUTHAMPTON, &c.	BUSLOW	Ger. str.	—	—	DODWELL & Co., Ltd.	About 15th inst.
ANTWERP & NEW YORK	CELYSTEE	Brit. str.	—	Smith	THE BANK LINE, LIMITED	On 25th inst.
ANTWERP & NEW YORK	KIOTO	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at Noon
ANTWERP & NEW YORK	EMPEROR OF RUSSIA	Brit. str.	2 m.	A. J. Hall	CANADIAN PACIFIC R. Co.	On 1st July, at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	MONTAGAN	Brit. str.	2 m.	A. Zeeber	PACIFIC MAIL S.S. Co.	On 16th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	SIBERIA	Am. str.	—	—	OSAKA SHOSEN KAISHA	On 17th inst., at 1 p.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	CHITO MARU	Am. str.	—	H. Thompson	PACIFIC MAIL S.S. Co.	On 27th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	PRINCE WILHELM	Brit. str.	—	O. Jurnay	MELCHERS & Co.	On 16th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	EMPIRE	Brit. str.	—	K. Soyeda	GIBB, LIVINGSTON & Co.	On 28th inst., at 10 a.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	KUMANO MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 3rd June, at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	SUISANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 28th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	TIKINI	Brit. str.	—	C. P. Seddon	JAVA-CHINA-JAPAN LINE	Quick despatch.
ANTWERP VIA SHANGHAI, JAPAN, &c.	JAPAN	Brit. str.	—	H. Schmitt	DAVID SASSOON & Co., Ltd.	On 16th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	COLENE	Aus. str.	—	P. E. Ope	MELCHERS & Co.	About 26th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	E. F. FREDERICK	Aus. str.	—	H. E. Ope	SANDER, WHEELER & Co.	About 30th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	KITANO MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 3rd June, at 11 a.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	IYO MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 18th June, at 11 a.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	KANAKURA MARU	Jan. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 18th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	TANGO MARU	Jan. str.	—	Sekine	NIPPON YUSEN KAISHA	On 2nd June, at 5 p.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	CHIPPING	Brit. str.	—	Sekine	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	BUCHOW	Brit. str.	1 m.	G. Hooker	ROTTERDAM & SWIRE	To-day, at 4 p.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	HUTCHOW	Brit. str.	1 m.	E. Forsyth	ROTTERDAM & SWIRE	On 24th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	SHAOHSING	Brit. str.	—	E. French	ROTTERDAM & SWIRE	To-day, at 4 p.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	ANHU	Brit. str.	1 m.	J. R. Harris	ROTTERDAM & SWIRE	On 14th inst., at 4 p.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	—	F. von Binner	MELCHERS & Co.	About 14th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	TAKSANG	Brit. str.	—	J. Gaunt, R.N.E.	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	NEELORE	Brit. str.	—	Footinger	P. & O. S. N. Co.	About 16th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	YINGCHOW	Brit. str.	1 m.	D. W. Ritchie	ROTTERDAM & SWIRE	On 16th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	LOKSANG	Brit. str.	1 m.	Cowin	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	FOOCHOW	Brit. str.	1 m.	—	ROTTERDAM & SWIRE	On 17th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	POLYNESIAN	Freem. str.	—	—	MESSAGERIES MARITIMES	On 17th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 21st inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	NANGANG	Brit. str.	—	Gilroy	JARDINE, MATHESON & Co., Ltd.	On 3rd inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	SEOGVIA	Brit. str.	—	Buch	GLAUCON & Co., Ltd.	On 16th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	ANTWERP	Brit. str.	—	—	SANDER, WHEELER & Co.	On 5th June, at 5 a.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	TIPIANAS	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
ANTWERP VIA SHANGHAI, JAPAN, &c.	KAIJO MARU	Jan. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 20th inst., at 2 p.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	SORHU MARU	Jan. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	To-morrow, at 10 a.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	DAIGO MARU	Jan. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 17th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	HATTANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIE & Co.	To-day, at 11 a.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	HAIWUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIE & Co.	To-morrow, at 11 a.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	BAICHING	Brit. str.	2 h.	W. C. Stewart	DOUGLAS LAFRAIE & Co.	On 15th inst., at 11 a.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	HATTAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIE & Co.	On 19th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	KUBI	Am. str.	—	J. Miller	SERWAN, TOMES & Co.	To-day, at 4 p.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	TAMING	Am. str.	1 m.	Fennetsther	ROTTERDAM & SWIRE	On 3rd inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	KUENSHANG	Brit. str.	—	P. B. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	LATIDIO	Brit. str.	1 m.	Siddall	ROTTERDAM & SWIRE	On 23rd inst., at 4 p.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	LOONGSHANG	Brit. str.	—	P. S. McMurray	SERWAN, TOMES & Co.	On 23rd inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	TILIWONG	Dut. str.	—	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 3rd inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	COLOMBO MARU	Jan. str.	—	Kawashima	NIPPON YUSEN KAISHA	Quick despatch.
ANTWERP VIA SHANGHAI, JAPAN, &c.	INDO MARU	Jan. str.	—	K. Konishi	NIPPON YUSEN KAISHA	On 16th inst., at Noon
ANTWERP VIA SHANGHAI, JAPAN, &c.	LOVAT	Brit. str.	—	R. Glegg	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.
ANTWERP VIA SHANGHAI, JAPAN, &c.	TOXILLA	Brit. str.	—	O. J. Swanson, R.N.E.	DAVID SASSOON & Co., Ltd.	On 14th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	SANUKI MARU	Jan. str.	—	Degholm	NIPPON YUSEN KAISHA	On 16th inst.
ANTWERP VIA SHANGHAI, JAPAN, &c.	KAIKONG	Brit. str.	1 m.	H. Mathias	ROTTERDAM & SWIRE	To-morrow, at 10 a.m.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.

HONGKONG-CANTON LINE.

Commencing from April 1st the Saloon passage rates by the Companies' steamers will be reduced to:-
Single Fare by Night Steamer \$8.00
Return 10.00
by day steamer 4.00
Single Fare by Day Steamer 3.00
Return 4.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG. TUESDAY, 12TH MAY, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

WEDNESDAY, 13TH MAY, 1914.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, 1,651 tons. S.S. TAI SHAN, 2,006 tons.

HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO. SUNDAY, 17TH MAY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 4 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI TAI, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI NAM, 588 tons, and S.S. NANNING, 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 25th May. "SURAT"
FROM COLOMBO: 17th June.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 12th May, 4 p.m.
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd May, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light, Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to—
SHEWAN, TOMES & CO., General Managers.
Hongkong, 4th May, 1914.
PHILIPPINES S.S. CO.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD			
FOR	STEAMER	TO SAIL	
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIE	On 17th May.	
	V. CLOTAT	On 31st May.	
HOMEWARD			
FROM	STEAMER	TO SAIL	
YOKOHAMA	COEDILERE	On 19th May, at 1 p.m.	
MARSEILLES VIA PORTS	MAGELLAN	On 2nd June, at 1 p.m.	

ALL STEAMERS FITTED WITH WIRELESS.
TRANSFERRING ON THE CO'S STEAMERS AT COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to—
P. THOMAS, AGENT.
QUEEN'S BUILDING.

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons. MANCHURIA 27000 tons.
KOREA 18000 tons. SIBERIA 18000 tons.
CHINA 10000 tons. NILE 11000 tons.
PERSIA 9000 tons.
Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.
"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

SIBERIA Sailing SATURDAY, 16th May, at 1 p.m.
CHINA (via Manila) WEDNESDAY, 27th May, at Noon.
MANCHURIA SATURDAY, 6th June, at 1 p.m.
NILE (via Manila) TUESDAY, 16th June, at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cooking, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large staterooms, equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—music, water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT.
KING'S BUILDINGS.
TEL. No. 141.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG, and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE AND YOKOHAMA	"SEGOVIA"	28th June.
"	"PREUSSEN"	8th June.
"	"SILEBIA"	18th May.
"	"C. FELD LAESZ"	3rd July.
"	"SENKAMIA"	17th July.
"	"SCANDIA"	14th Aug.
"	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"SAMBIA"	17th May.
"	"SAKONIA"	10th June.
"	"SUEVIA"	12th July.
"	"SITHONIA"	31st July.
"	"BELGRAVIA"	8th Sept.
HAVRE, EMDEN & HAMBURG	"UCKERMAR"	13th May.
HAVRE, ANTWERP & HAMBURG	"ARABIA"	14th May.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"BRISGAVIA"	24th May.
MARSEILLES, HAVRE, BREMEN & HAMBURG	"ALTMAR"	28th May.
HAVRE & HAMBURG	"FURST BULOW"	5th June.
ROTTERDAM, HAMBURG & ANTWERP	"BRASILIA"	6th June.
ROTTERDAM, HAMBURG & ANTWERP	"WUERTEMBERG"	19th June.
ROTTERDAM, HAMBURG & ANTWERP	"SUEDMAR"	23rd June.
MARSEILLES & HAMBURG	"SEGOVIA"	4th July.
HAVRE, EMDEN & HAMBURG	"GOLDENFELS"	13th July.

For Further Particulars, apply to—
HONGKONG, 6th May, 1914.
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 14th May, at Noon.
"PANAMA MARU"	J. Kanno	WEDNESDAY, 27th May, at Noon.
"SEATTLE MARU"	T. Sato	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	
"CANADA MARU"	H. Yamamoto	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.
Calling at MOJI, KOBE, YOKOHAMA and YOKOHAMA.
These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	K. Komiya	SATURDAY, 16th May, at Noon.
"LUZON MARU"	T. Miyata	FRIDAY, 5th June, at Noon.
"JAVA MARU"	D. Fukigami	MONDAY, 6th July, at Noon.

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 26th May, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunishi	SUNDAY, 17th May, at Noon.
"DALIN MARU"	K. Murakami	SUNDAY, 17th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WEDNESDAY, 13th May, at 10 a.m.

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Sou. Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to—
Z. KAMIYA,
MANAGER,
Second Floor No. 1, Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
p.m. Thurs.	COLOMBO.	6 p.m. Tues.	Noon Sat.	MAHARAJA	Saturday	Friday
May 14	INDIA	May 19	May 23	MOREA	June 20	June 26
May 28	DEVANHA	June 2	June 6	MALJOJA	July 4	July 10
June 11	DETA	June 16	June 20	MARMORA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.
Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer from PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:—			
	FARES	LONDON	MARSEILLES
1st Saloon	"A" Accommodation Single	\$55.	Return \$97.
2nd Saloon	"B" " " " " "	\$44.	Return \$89.
	" " " " " " "	\$40.	Return \$86.
1st Saloon	"A" Accommodation Single	\$51.	Return \$91.
2nd Saloon	"B" " " " " "	\$42.	Return \$83.
	" " " " " " "	\$38.	Return \$80.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NILES	Due at LONDON
NAMUR	about Apr. 28	about May 7	about May 13	about May 19	about June 16	about June 26
NOVARA	May 26	June 4	June 10	June 16	July 14	July 24
NELLORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
*KHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

* New Steamer.
These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon \$50 Single, \$75 Return. 2nd Saloon \$35 Single, \$52 Return.
FARES TO MARSEILLES:
1st Saloon \$46 Single, \$71 Return. 2nd Saloon \$33 Single, \$50 Return.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For Further Particulars, apply to—
E. A. HEWETT,
SUFFICIENT

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa	12,800	WEDNESDAY, 20th May, at 10 a.m.
	ATSUTA MARU Capt. J. Nagano	16,600	WEDNESDAY, 3rd June, at 10 a.m.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	SAKI MARU Capt. Noma	12,530	TUESDAY, 19th May, at 4 p.m.
	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 2nd June, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. K. Seyoda	9,300	WEDNESDAY, 3rd June, at Noon.
	TANGO MARU Capt. Sekino	13,900	WEDNESDAY, 1st July, at Noon.

CALCUTTA via SINGAPORE, PENANG and RANGOON	SANUKI MARU Capt. Doguchi	12,500	SATURDAY, 16th May.
BOMBAY via SINGAPORE, PENANG and COLOMBO	COLOMBO MARU Capt. Kawashio	5,000	SATURDAY, 16th May.
MOJI and KOBE	KAMAKURA MARU Capt. T. Hori	12,500	SATURDAY, 16th May.
KOBE and YOKOHAMA	IYO MARU Capt. Hiras	12,500	THURSDAY, 18th June, at 11 a.m.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekino	13,500	TUESDAY, 2nd June, at 5 p.m.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	16,000	WEDNESDAY, 3rd June, at 11 a.m.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NAMUR Capt. A. Collyer	10 A.M. 13th May	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLOBE Capt. J. Grant, R.N.	About 16th May	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. B. Hickey	About 21st May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	INDIA Capt. C. C. Talbot, R.N.	Noon 23rd May	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th May, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSHING"	On 12th May, 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 12th May, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 12th May, 4 P.M.
HOIHOW and HAIPHONG	"KAIFONG"	On 13th May, 10 A.M.
SHANGHAI	"ANHUI"	On 14th May, 4 P.M.
SHANGHAI and TIENTSIN	"YINGCHOW"	On 16th May, 4 P.M.
SHANGHAI, CHERO and NEWCHANG	"FOOCHOW"	On 16th May, 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 17th May, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 24th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"
MANILA LINE—TWIN-SHEW STEAMERS "CHINHUA," "TAMING"
and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra
State-rooms on Deck, aft, on "TAMING" and "TEAN."
SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSHING" and the
S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having
excellent accommodation, with Electric Light throughout and Electric Fans in the
State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong
and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday,
taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Steamers leaving Hongkong on Sundays proceed from Shanghai to TIENTSIN,
leaving there on Tuesdays for Shanghai, Hongkong and Canton.
N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY
Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Wootung.
REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 12th May, 1914. TELEPHONE 36. AGENTS. [5]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY and FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMER	CAPTAIN	LEAVING
"HAIKANG"	Capt. A. E. Hodgins	TUESDAY, 12th May, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 15th May, at 11 A.M.
"HAITAN"	Capt. A. H. Stewart	TUESDAY, 19th May, at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days)

STEAMER	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. Evans	WEDNESDAY, 13th May, at 11 A.M.
		SUNDAY, 17th May, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 12th May, 1914. [4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	23rd May	On 29th May, 10 A.M.
ST. ALBANS	13th June	On 19th June, 10 A.M.
EASTERN	13th June	On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to
GIBB, LIVINGSTON & Co.,
AGENTS.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th May, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no port, no tip, no inside cabins.
Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £30 1st, £26 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "NIPPON," 13,950 tons, will leave as above about 5th June.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £31.5, II £21.5,
III £16.5.
Via Venice, Milan, St. Gothard, Lugano, Basel, Lyon, Calais or Boulogne, Class I £31.5, II £21.5,
III £16.5.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £31.1, II £21.2,
III £16.3.
Via Munich, Cologne, Hook or Funching, Class I £21.8, II £13.5.

TO SHANGHAI:
S.S. "AFRICA," 8,240 tons, will leave as above on 1st June, at 6 A.M.
FARES: Hongkong-Shanghai, £26 1st, £24 2nd, £22 3rd Class.
no KOBE via SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 30th May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELE & Co., AGENTS,
Hongkong, 6th May, 1914. [43]

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots...TUES.	19th May.
TENYO MARU	22,000—21 knots...TUES.	16th June.
NIPPON MARU	11,000—18 knots...TUESDAY.	2nd June.
HONGKONG MARU	11,000—18 knots...FRIDAY.	10th July.
SHINYO MARU	22,000—21 knots...TUES.	14th July.

Steamers via Shanghai will be despatched at Noon.

Manila at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. " " £96.10.
" " " " SAN FRANCISCO	£45. " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from
San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers
of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS
MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, (QUIQUE and VALPARAISO).

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	13,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291. [212]

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched
for YOKOHAMA, KOBE and MOJI on 16th May.
S.S. "DUNERA," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched
for MIKE, KOBE and MOJI on 22nd May.

WESTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, A.N.Z., will be despatched
for SINGAPORE, PENANG and CALCUTTA on 14th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 5th May, 1914. AGENTS. [49]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2, 00
i.h.p., Comdr. A. Cochran, K.O.B., on route
to Weihaiwei, due about 11th May.

Atlas, auxiliary tug, 615 tons, 1,400 i.h.p.,
Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lt.
Comdr. V. L. Brandon, Hongkong.

Britomart, gunboat, 710 tons, 900 h.p., Lt. Comdr.
G. R. L. A. Page, Graveling.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400
i.h.p., Captain M. S. Fitzmaurice, Yangtze.

Chubb, water tank and tug, 390 tons, 340 i.h.p.,
Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p.,
Comdr. MacKenzie, Yangtze.

Cohne, T.B.D., 550 tons, guns 4-12 p.r., i.h.p.,
7,500 f.d., Lt. Comdr. C. Seymour,
en route to Weihaiwei, due about 11th May.

Chelmer, T.B.D., 550 tons, guns 4-12 p.r., i.h.p.,
7,500 f.d., Lt. Comdr. H. T. England, en route
to Weihaiwei, due about 11th May.

Fama, T.B.D., Lt. Comdr. C. M. Blackman,
Hongkong.

Hampshire, 10,850 tons, 21,000 f.d., 14 guns,
Captain H. W. Grant, en route to Wei-
haiwei, due about 11th May.

Jed, T.B.D., 550 tons, guns 4-12 p.r., i.h.p.,
7,500 f.d., Lt. Comdr. G. F. A. Mulock,
en route to Weihaiwei, due about 11th May.

Kinshas, 616 tons, 1,200 i.h.p., Lt. Comdr.
H. Marryatt, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns,
1,400 i.h.p., Lt. Comdr. J. B. Gibson,
Labuan.

Minotaur, armoured cruiser (flagship Vice-
Admiral T. H. Jermyn, K.C.B.), 27,000
i.h.p., Capt. E. B. Kiddie, en route to
Weihaiwei, due about 11th May.

Moorhen, river gunboat, 180 tons, 2 guns, 800
i.h.p., Lt. Comdr. Alan Dixon, W. River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine,
29,000 f.d., Capt. F. A. Powlett, en route
to Weihaiwei, due about 11th May.

Nightingale, river gunboat, 85 tons, 240 h.p.,
Lt. Comdr. Malcolm Murray, Yangtze.

Kennet, T.B.D., 550 tons, 4 guns, 12 p.r., i.h.p.,
7,500 f.d., Lt. Comdr. F. A. Russell, en route
to Weihaiwei, due about 11th May.

Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns,
Lt. Comdr. Wilkinson, en route to Wei-
haiwei, due about 11th May.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt. Comdr. J. Fleetwood-Nash, Hongkong.

Rosario, depot ship for Submarines, 938 tons,
1,400 i.h.p., Lt. Comdr. F. A. Cromie
Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 2,400 h.p., Lt. Comdr. I. A. S. Hutton, West River.

Snipe, river gunboat, 85 tons, 2 guns, 2,400 h.p.,
Lt. Comdr. M. R. J. Maxwell-Spott
Yangtze.

Tamar, receiving ship, 4,650 tons, 5 guns,
Commodore R. Austruther, C.M.G.,
Hongkong.

Test, river gunboat, 180 tons, 2 guns, 800 i.h.p.,
Lt. Comdr. S. P. B. Russell, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lt. Comdr.
G. R. L. A. Page, Graveling.

Triumph, battleship, 11,935 tons, 12,700 i.h.p.,
A. Comdr. A. S. Sessmann, Hongkong.

Uak, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Comdr.
Maxwell, en route to Weihaiwei, due about
11th May.

Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns,
Comdr. Poignand, Hongkong.

Widgong, gunboat, 195 tons, 2 guns, 800 h.p.,
Lt. Comdr. A. J. Landon, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lt. Comdr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lt. Comdr. Robin W. Lloyd, Yangtze.

Yarmouth, 2nd class cruiser, 4,800 tons, Capt.
H. L. Cochran, due Weihaiwei, 11th May.

Submarines—
C. 35, D. J. McGillicuddy, Lt. Comdr.

C. 37, J. A. Gaimies, Lt. Comdr.

C. 38, R. K. O. Pope, Lt. Comdr.

T.B. 935, Lt. Comdr. Handley.

T.B. 936, Lt. Comdr. Barton.

T.B. 937, Lt. Comdr. Wyndham-Quinn.

T.B. 938, Lt. Comdr. Seymour.

VISITOR TO CANTON
Should Purchase.

"FROM HONGKONG TO CANTON
BY THE PEARL RIVER,"
BY
CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75

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IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"BUELOW," Capt. C. NARRATH	16,900	(Wednesday, 18th May, at 10 A.M.)
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. VON BINSER, 19,300		(About Thursday, 11th May)
MANILA, ANGAUR, YAP, MAR- ONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. O. JURANT, 6,100		(Saturday, 16th May, at 3 P.M.)
KOBE	"COBLENZ," Capt. H. SCHMIDT, 6,750		(About Tuesday, 26th May)

All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

Steamship	about	FOR	HOMEWARD.
"BORKUM"	21st May.	FOR MARSEILLES, ROTTERDAM AND BREMERHAMBURG	S.S. "HELGOLAND," about Middle of June.
"ALTAR"	26th May.	FOR HAVRE, ENDEN AND HAMBURG/BREMERHAMBURG	S.S. "BORKUM," about End of June.
"DURENDART"	8th June.	FOR MARSEILLES, ROTTERDAM AND BREMERHAMBURG	S.S. "ALTAR," Beginning of July.
		FOR HAVRE, ENDEN AND HAMBURG/BREMERHAMBURG	S.S. "DURENDART," Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD. MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 20th April, 1914. [118]

VISITORS AT HOTELS.

HONGKONG HOTEL.	PEARL HOTEL.	GRAND HOTEL.
Mr E. S. Abraham Mr L. Adler Mr & Mrs F. Atwater Mr & Mrs W. Bacon Mr Balfour Mr E. B. Bates Miss Anna Beatty Mr & Mrs H. C. Bernmann and child Mr C. D. J. Bell Mr E. R. Bellis Mr H. Berkman Mr J. Biode Mr & Mrs A. D. Bond Mr G. C. Boumas Mr & Mrs H. Breiten- stein Mr H. C. Buckley Mr A. A. Dungey Mr E. W. Butler Miss L. J. Cambridge Miss L. G. Carey Miss F. Caswell Mr A. S. Cattell Dowager Lady Chester and mid Mrs W. E. Clayton Mrs H. Coit Dr A. L. E. F. Coleman Mr C. A. Cooke Mr G. P. Curry Mr M. R. Dehn Mr D. J. Denard Mr R. H. Douglas Mr D. S. Douglas Mr J. W. Dowie Mrs M. B. Eberle Mrs C. S. Elting Mr C. B. Eltinger Mr H. Feir Mr & Mrs H. C. Ehrenfeld Mr W. Ehrhardt Mr M. Eisler Mr & Mrs P. I. Falconer Miss von Falkenburg Mr D. B. Ferguson Mr & Mrs A. P. Fitzsimons Mrs M. A. Garry Miss L. Garry Mr K. W. Geridam Mr M. Geismann Mr J. Gibb Mr A. E. Glover Mr & Mrs J. Gould Mr E. O. de Grigono Mr H. P. Hater Mrs & Miss Headcup Capt T. P. Hall Mrs Seddon Miss M. L. Hamilton Mr P. P. Helm Mrs H. Herferline Miss Hermann Hon Mrs E. A. Hewett Mrs M. H. H. Mr H. W. Hobbs Mrs O. M. Hughes Mrs R. Hunter Mr & Mrs J. C. Hunt Mr & Mrs J. C. Hunt Mr C. M. Jenkins Mrs Jessop Mrs F. C. Johnson	Capt & Mrs Kock Mr J. Krenmer Mr W. R. Krenmer Mrs Lambert Mr & Mrs H. H. Lampson Mr & Mrs C. Lebas and family Mr A. C. Lendrum Mr & Mrs T. J. Lester Mr R. Liesewski Mr G. T. Lloyd Mr W. Logan Mr F. H. Lowe Dr & Mrs H. Macin- lane Mr & Mrs Manning Mr C. Farquhar Miss M. Matheson Mrs R. T. Matheson Dr O. Marriett Dr G. W. Macleod Mrs C. E. Meadawald Mr B. K. Mahta Miss Mellis Mr J. Merck Mr D. M. Mickle Mr G. S. Mickle Mr N. S. Milkowski Mr J. I. Miller Mr C. P. Modlich, J. Mr A. W. Mounsb Mr & Mrs Mounsb Mr & Mrs Mounsb and 2 children Dr & Mrs W. B. A. Moore Mr F. A. Nixon Mr H. O. O'Leary Miss G. O'Leary Mr & Mrs Oswald and family Mr & Mrs O. Parmele Mr & Mrs P. Parmele Mr L. S. Peck Mr F. A. Perry Mr G. H. Pettis Mr A. B. Purvis Mr E. B. Ray Mr E. M. Raymond Mr B. Raworth Miss F. Reay Mr & Mrs W. H. Richardson Mr P. Richard Mr & Mrs W. Rickette Mr F. G. Rish Mr & Mrs H. F. Schmoezer Mr F. Schmoek Mr C. H. Shields Mrs A. G. Scott Miss L. M. Scott Mrs Seddon Mrs A. L. Seymour Mrs Francis Seymour Mr C. B. Seymour Mrs L. A. Shaw Mr W. Solmoke Mr F. Smyth Mr A. E. Soerensen Mr H. E. Stanford Dr Herbert To Mr E. M. Tizer Mr I. O. Upham Mr A. Voss Mrs H. Voss Mr W. A. Washington Capt H. A. Walter	Mr M. T. Jones Dr Kallhardt Mr T. Sinclair Kennedy Mr J. Keniens Mr H. Kerr Surgeon & Mrs C. P. Kleiderberger Miss Louisa Kleisch Miss Alma Kleisch Mr S. Amory Lieut. Archer, R.A.M.C. Mr & Mrs W. Arm- strong Mr F. R. Bak r Dr & Mrs W. H. Ball and children Major & Mrs Bowen Mr Brister Mr & Mrs Carmichael Mr M. Cary Mr Casulli Mr Constand Major Davy Major Dorgan Major Faichne Mr Felick Mr A. F. Fiel er Mr Frederick Mr F.

Hoehn Extra Dry

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OBTAINABLE FROM

KARL BRANDES,
No. 2, PRADDER STREET.

Hongkong, 11th May, 1914.

[36-22]



NATURA MILK

**BEST
STERILIZED
MILK**

ON THE MARKET.

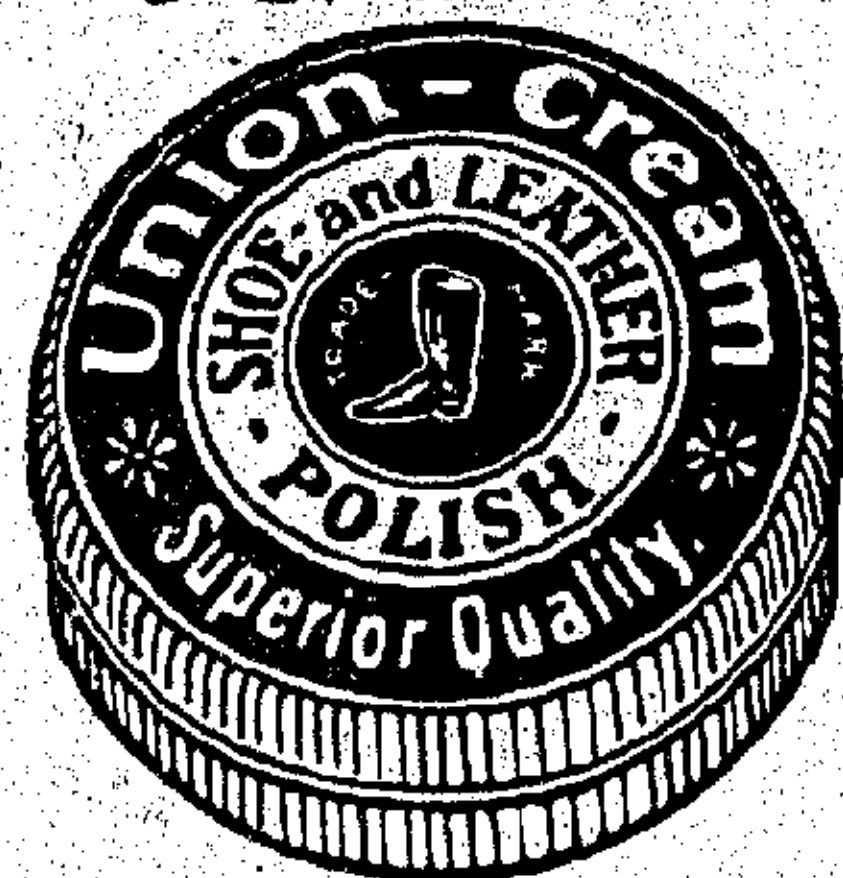
\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 11th May, 1914.

[36-45]

UNION AUGSBURG



**BOOT AND SHOE POLISH
METAL POLISH.**

THE BEST BRANDS ON THE
MARKET.

GENERAL AGENT FOR CHINA AND HONGKONG.

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 11th May, 1914.

[38-41]

POST OFFICE NOTICE

The *Belou*, with the MAIL FROM LONDON (via Siberia) of Wednesday, the 22nd ult., is due to arrive here to-day, at 1 p.m.

The *Prins Ludvig*, with the GERMAN MAIL, left Singapore on Saturday, the 9th inst., at 9 a.m., and may be expected here to-morrow, at noon.

The *Saville Maru*, with the AMERICAN MAIL ex China, is scheduled to arrive here on Thursday, the 14th inst.

On and after 15th inst., the Western Branch Post Office will be closed to the public at 8.30 p.m. The night mail for Canton will be closed at 9.30 p.m. Any letters posted up to 9.30 p.m. will be included in the mail.

Chinese Registered Correspondence will not be delivered on a signature only. The Chop of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

FOR	PER	DATE
Hohow	Johanne	Tuesday, 12th, 8.00 A.M.
Houngay	Phygen	Tuesday, 12th, 9.00 A.M.
Swatow, Amoy and Fouchow	Haiyang	Tuesday, 12th, 10.00 A.M.
*Swatow and *Bangkok	Michael Jensen ...	Tuesday, 12th, Noon
*Shanghai and *North China	Loyat	Tuesday, 12th, 1.00 P.M.
*Weihaiwei and *Tientsin	Kathlamu	Tuesday, 12th, 1.00 P.M.
Philippine Islands	Kueichow	Tuesday, 12th, 3.00 P.M.
*Shanghai and *North China	Bubi	Tuesday, 12th, 3.00 P.M.
*Philippine Islands	Shahsheng	Tuesday, 12th, 3.00 P.M.
	Taming	Tuesday, 12th, 3.00 P.M.
*Straits and *Ceylon	Natur	Wednesday, 13th, 8.00 A.M.
*Swatow, Amoy & Formosa via Takao & Auping	Saville Maru	Wednesday, 13th, 8.00 A.M.
Hohow *Isipong and *Pakhoi	Kaifong	Wednesday, 13th, 8.00 A.M.
		Wednesday, 13th, 8.00 A.M.
STRAITS, BURMAH, Ceylon, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT AND EUROPE VIA NAPLES	Belou	Registration ... 8.30 A.M.
		Registration ... 8.00 A.M.
		Letters ... 9.00 A.M.
Swatow	Haiman	Wednesday, 13th, 10.00 A.M.
Batavia, Samarang and Sourabaya	Tjilivong	Wednesday, 13th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA VIA VANCOUVER (EUROPE VIA SIBERIA)	Empress of Russia ...	Registration ... 10.00 A.M.
[To make connection with the Dalny steamer leaving Shanghai on Monday, the 18th inst., at 7 a.m.]		Registration ... 9.00 A.M.
		Letters ... 10.30 A.M.
Kuchinotzu, Japan via Kobe, *Victoria, *Tacoma, *Tientsin and *Seattle	Izion	Wednesday, 13th, 2.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA VIA VANCOUVER (EUROPE VIA SIBERIA)	Prins Ludvig	Wednesday, 13th, 5.00 P.M.
[To make connection with the Dalny steamer leaving Shanghai on Monday, the 18th inst., at 7 a.m.]		
Japan via Moji, *Victoria and *Tacoma	Tacoma Maru	Thursday, 14th, 11.00 A.M.
Hohow, Haiphong and Pakhoi	Houngay	Thursday, 14th, 3.00 P.M.
*Shanghai and *North China	Amoy	Thursday, 14th, 5.00 P.M.
*Shanghai and *North China	Takao	Saturday, 16th, 1.00 A.M.
		Registration ... 10.15 A.M.
		(Registration with late fee of 10 cents up to 11.00 A.M.)
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA AND CANADA VIA SAN FRANCISCO (EUROPE VIA SIBERIA)	Siberia	Registration ... 9.30 A.M.
[To make connection with the Dalny steamer leaving Shanghai on Wednesday, the 20th inst., at 8 a.m.]		Letters ... Noon

* Specially superscribed correspondence only.

TO-NIGHT

9.15 p.m.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.

Thursday, 14th May—
11.30 a.m.—Hongkong Electric Co., Ltd. Meeting of Shareholders.

Friday, 15th May—
11 a.m.—Auction of Prime Ostrich Feathers at Sales Rooms, by Mr. Geo. P. Lammet.

Saturday, 16th May—
Noon—Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. Extraordinary General Meeting at Jardine, Matheson & Co., Ltd.'s Offices.
Noon—Auction of "The Tag" at Sales Rooms, by Messrs. Hughes & Hough.
Monday, 18th May—
11.30 a.m.—Canton Insurance Office, Ltd. Meeting of Shareholders.
11.45 a.m.—The Canton Insurance Office, Ltd. Extraordinary General Meeting.
2.30 p.m.—Royal Hongkong Golf Club. Annual General Meeting at the Club House, Happy Valley.
Thursday, 14th June—
11.30 a.m.—Hongkong Fire Insurance Co., Ltd. Extraordinary General Meeting.

COMMERCIAL

CLOSING QUOTATIONS.

	May 11th
On LONDON—	
Telegraphic Transfer	1.113
Bank Bill on demand	1.114
Bank Bill at 30 days sight	1.114
Bank Bill at 4 months sight	1.114
Credits at 4 months sight	1.114
Documentary Bill at 4 months sight	1.114
On PARIS—	
Bank Bill on demand	245
Credits at 4 months sight	250
On GERMANY—	
On demand	200
NEW YORK—	
Bank Bill on demand	472
Credits at 60 days sight	483
On BOMBAY—	
Telegraphic Transfer	145
Bank on demand	146
On CALCUTTA—	
Telegraphic Transfer	145
Bank on demand	146
On SHANGHAI—	
Bank at sight	732
Private, 30 days sight	749
On YOKOHAMA—	
On demand	393
On MANILA—	
On demand	326
On SINGAPORE—	
On demand	332
On BATAVIA—	
On demand	118
On HAIPHONG—	
On demand	417 p.m.
On SAIGON—	
On demand	41
On BANGKOK—	
On demand	781
SOVEREIGNS, Bank's Buying Rate	\$10.15
GOLD LEAF, 100 fine, per tola	\$53.50
BAR SILVER, per oz.	27 1/2

	per cent.
Hongkong, 20 cents pieces	\$ 7.70 discount
Hongkong, 10 cents	\$ 8.52

MAILS VIA SIBERIA.

	per cent.
London	May 9th
April 24th	May 11th
April 26th	

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WHITE HORSE

WHISKY.

LANE, CRAWFORD & CO.,

SOLE AGENTS.

SHARE LIST—QUOTATIONS.

Hongkong, 11th May, 1914.

STOCKS.	NO. OF SHARES.	VALUE PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	(\$120, sellers 1.130, \$122	54 p.c.
China Borneo Company, Limited	60,000	\$12 all	\$12	83 p.c.
China Light and Power Company, Ltd.	50,000	\$1 all	\$1.10, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$8.7, sellers	73 p.c.
CORRONS MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50 all	Tls. 125	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$9, sellers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$7 1/2, buyers	
DOCK AND WHARF.—				
H.K. & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$79 1/2, buyers	5 p.c.
Wharves and Whampoa Dock Co., Ltd.	50,000	\$50 all	\$57, sellers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$50 all	\$57, buyers	73 p.c.
Shai, Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 61, buyers	
Shai, Dock and Engineering Co., Ltd.	36,000	Tls. 100 all	Tls. 94	
Green Island Cement Co., Limited	400,000	\$10 all	\$6.1, sellers	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10 all	\$4.4, sellers	
Hongkong Hotel Company Limited	20,000	\$50 all	\$12.3	5 p.c.
Manila Metropolitan Hotel, Limited	15,000	P. 10 all	P. 8, sellers	
Hongkong Ice Company, Limited	5,000	\$25 all	\$190, buyers	54 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$2.2, buyers	94 p.c.
H.K. & South China Steam Fishery Co., Ltd.	15,000	\$8 all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/ all	8 1/4	
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250 \$50	\$33.1	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100 \$20	\$145, sellers	61 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$25 \$50	\$36.8, buyers	71 p.c.
North-China Insurance Co., Limited	10,000	\$25 \$50	Tls. 140	
Union Insurance Society, Limited	12,400	\$250 \$50	\$760, sal. & buy	61 p.c.
Yangtze Insurance Association, Ltd.	13,000	\$100 \$50	\$195, @ Ex 73	
LANDS AND BUILDINGS.—				
H.K. Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$112, buyers	61 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100 \$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10 all	\$7 1/2, buyers	54 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50 \$30	\$44	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 92, buyers	
West Point Building Co., Limited	12,500	\$50 all	\$72, buyers	54 p.c.
Maschappi Landbouw exploitatie in Langkat	250,000	Gda 10 all	Tls. 47, buyers	
MISCELLANEOUS.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	21 all	39	
Hoswood Tin and Rubber Estate, Ltd.	822,000	21 all	3	
Ranch Australian Gold Mining Co., Ltd.	200,000	21 all	31 1/2, sellers	
Tronoh Mines, Limited	160,000	\$10 all	\$10, buyers	73 p.c.
Peak Tramway Co., Limited	25,000	\$10 \$1 1/2	\$0.93, sellers	
Philippine Co., Limited	75,000	\$10 all	\$20, sellers	
Pulpas et Papeterias de Tonkin Societe des	13,200	\$30 all	\$20, sellers	
REVENUES.—				
China Sugar Refining Co., Limited	20,000	\$100 all	\$35, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$23	
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$83	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50 all	\$27, buyers	73 p.c.
H.K. & Canton & Macao S.S. Co., Ltd.	80,000	\$15 all	\$67 1/2, L'don.	6 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25 all	102 1/2, buyers	31 p.c.
Shell Transport & Trading Co., Ltd.	2,500,000	\$10 all	\$48, sellers	
Star Ferry Company, Limited	40,000	\$25 all	\$20	
South China Mailing Post, Limited	6,000	\$5 all	\$4 1/2, sales	
Steam Laundry Company, Limited	26,000	\$5 all	\$5	
STRENGTH AND DISPENSARIES.—				
Powell, Wm., Limited	15,000	\$7 all	\$3 1/2	4 p.c.
Watson & Co., A. S., Limited	20,000	\$10 all	\$5	
Union Waterboat Co., Limited	50,000	\$10 all	\$20, sellers	54 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1893	Tls. 757,000.	Tls. 250	7 1/2 p. annum	Par

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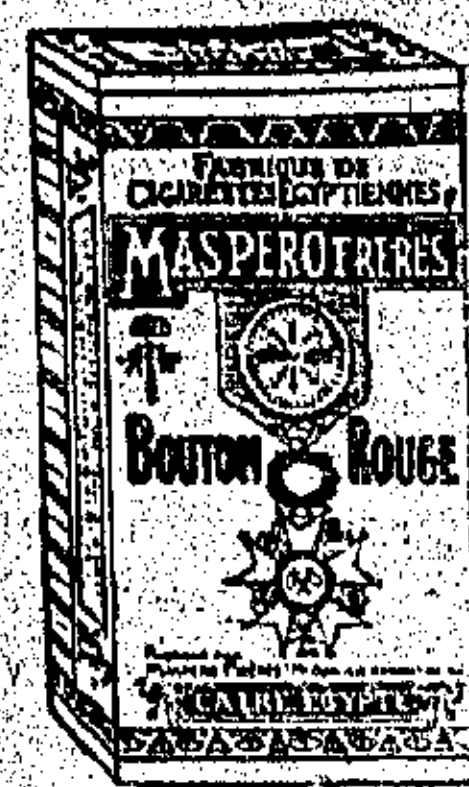
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